

AUGUST 1, 1955

More Loadings; Fewer Cars . . . p. 17

RAILWAY AGE

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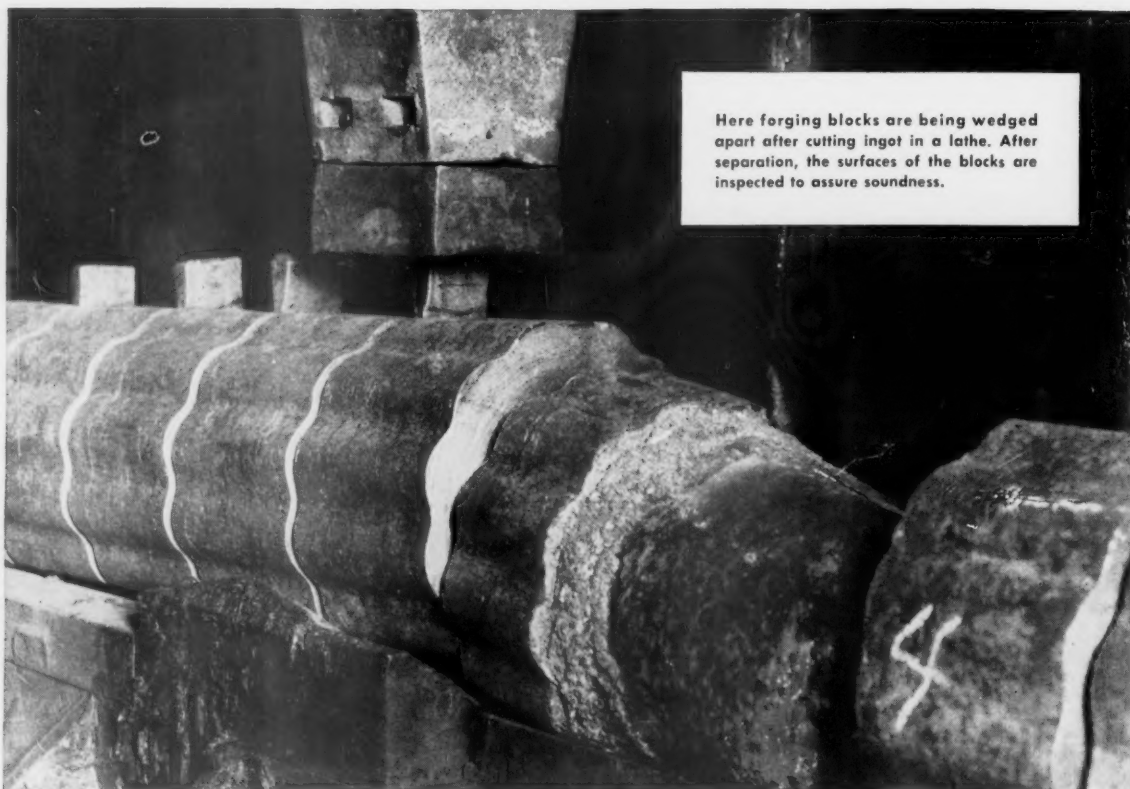
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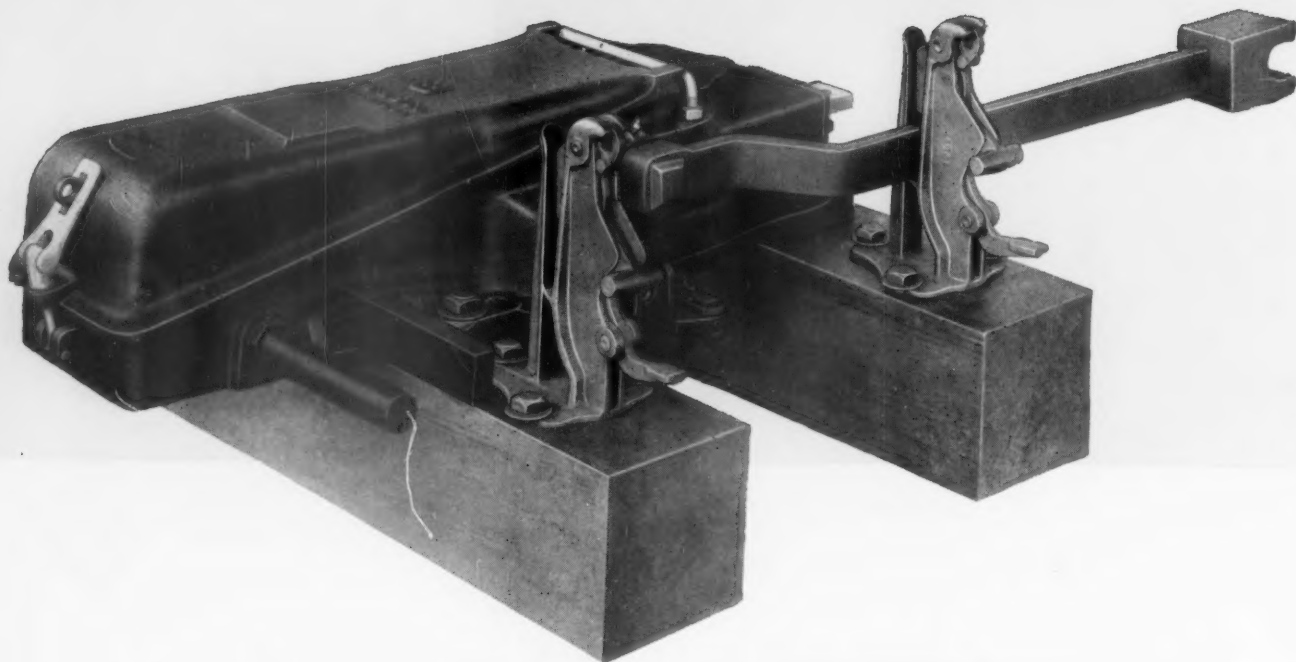
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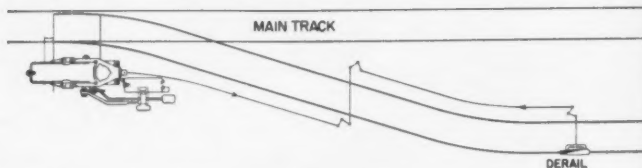
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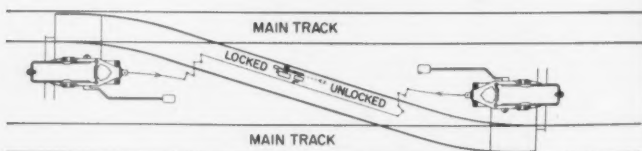
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August 1, 1955

Vol. 139, No. 5

Week at a Glance

Freight-car supply, and the prospect of shortages continuing over the next few months, is still under study by a Senate subcommittee. 7

But the railroads are moving to correct the situation. U. S. orders for new cars placed in June were the largest for any one month since February 1951 and buying has continued high during July, with domestic orders for nearly 7,800 cars announced last week alone. 8

Nevertheless, the situation warrants serious study. It is the subject of this week's. . .

FORUM: More loadings, fewer cars. 17

Raising track with "sleds" is the latest wrinkle—and a good one it seems to be, from many viewpoints—in Northern Pacific track maintenance. 18

Look to your letters — so each of them may fulfill its potential as a good will builder for your railroad. 22

CTC gets 'em over the "Hill" on the SP's "Cascade Route" at less overall cost and with fewer train delays. 24

"Package" model covered hopper cars, designed and standardized by Greenville Steel Car Company, are now in service on the Western Maryland. 26

BRIEFS

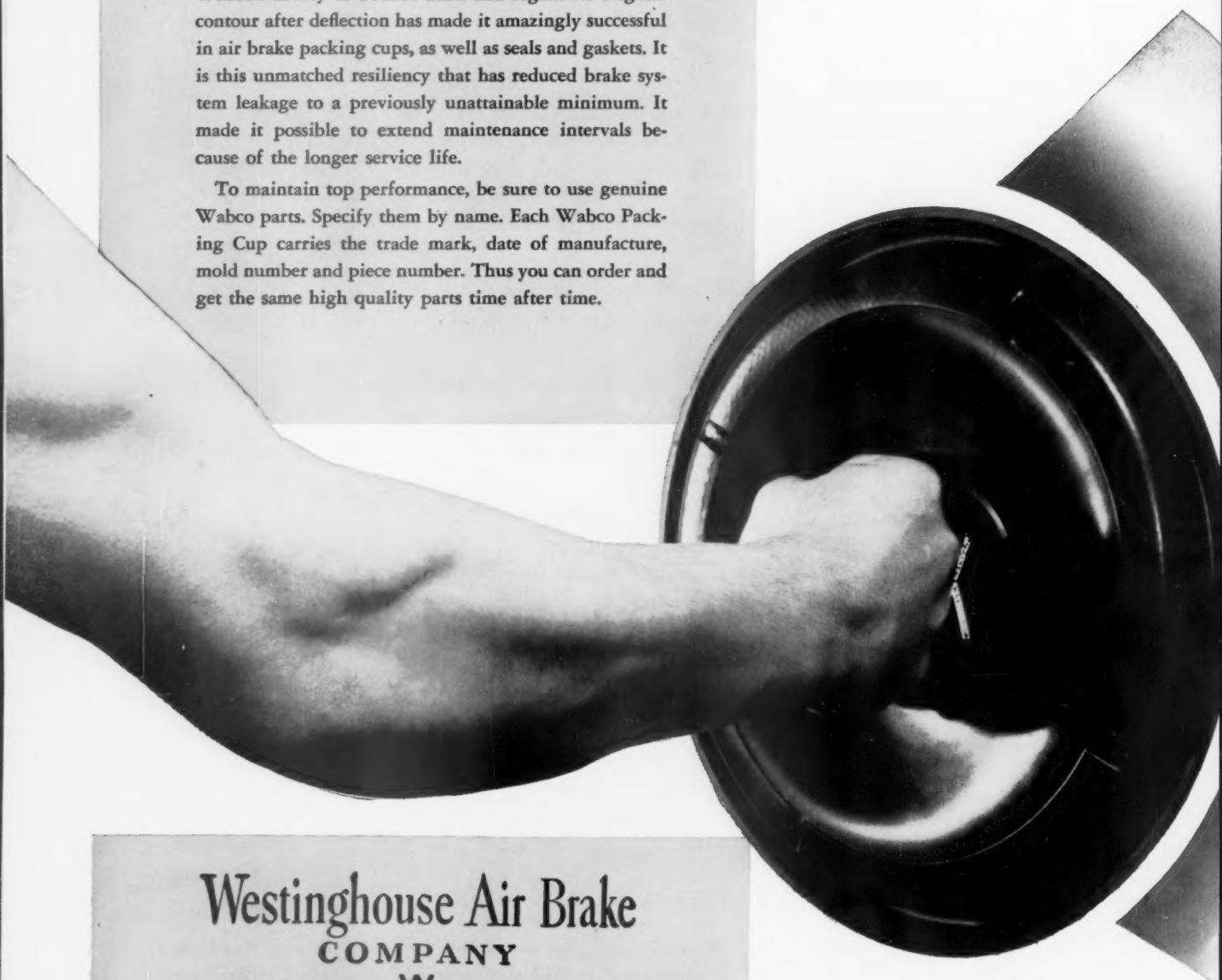
Weatherproofing shipments in open-top cars has been simplified by development of permanent collapsible covers fitted to flat cars. Three such covered flats were shown at Pittsburgh July 26, by the Bessemer & Lake Erie and the Union. The cover, made of rubberized cloth, plastic or canvas, operates much like the top of a

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Wabco's ability to bounce back and regain its original contour after deflection has made it amazingly successful in air brake packing cups, as well as seals and gaskets. It is this unmatched resiliency that has reduced brake system leakage to a previously unattainable minimum. It made it possible to extend maintenance intervals because of the longer service life.

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Current Statistics

Operating revenues, five months	
1955	\$3,945,223,671
1954	3,790,720,476
Operating expenses, five months	
1955	\$3,000,869,341
1954	3,060,775,802
Taxes, five months	
1955	\$ 420,321,221
1954	363,844,808
Net railway operating income, five months	
1955	\$ 420,797,314
1954	263,278,188
Net income, estimated, five months	
1955	\$ 329,000,000
1954	172,000,000
Average price railroad stocks	
July 26, 1955	96.66
July 27, 1954	71.09
Carloadings, revenue freight	
Twenty-eight weeks, 1955	19,450,433
Twenty-eight weeks, 1954	17,765,933
Average daily freight car surplus	
Wk. ended July 23, 1955	5,444
Wk. ended July 24, 1954	89,982
Average daily freight car shortage	
Wk. ended July 23, 1955	15,238
Wk. ended July 24, 1954	380
Freight cars on order	
July 1, 1955	27,102
July 1, 1954	13,860
Freight cars delivered	
Six months, 1955	17,111
Six months, 1954	23,602
Average number of railroad employees	
Mid-June 1955	1,075,084
Mid-June 1954	1,073,847

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Week at a Glance CONTINUED

convertible automobile. It is slid over the load after the load is placed on the car, and, for unloading, is moved back out of the way on its rollers. One man can operate the ratchet mechanism. On two cars the cover operates lengthwise and on the third it is opened and closed across the car over four semi-circular hoops. Said B&LE-Union President Oakie, "We think we have solved the problem of covering shipments at a cost that will help our competitive situation as well as speeding service to the customer at low cost."

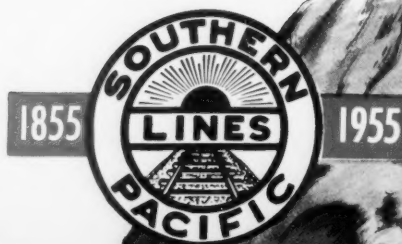
The 100th anniversary of Southern Pacific's lines in the West will be observed with a full-blown pageant at Sacramento, Cal., August 9. It will be a "Trails-To-Rails" epic, featuring Pony Express riders, stage coach days and other historic episodes, climaxed by arrival of the "first train." The SP plans exhibits of ancient and modern railroad equipment and a banquet to honor the chief engineer of its predecessor Sacramento Valley RR—Theodore Dehone Judah.

This week the Union Pacific opens its \$6-million locomotive maintenance and repair shop at Salt Lake City, on which construction began back in December 1951. One eye-catching feature is a floodlighted 96-ft reflective color sign featuring a 24-ft UP herald flanked by a freight and a passenger train. All types and classes of maintenance and repairs will be handled for both diesel and gas-turbine power at the new shop.

Piggyback services and rates now in effect on six Eastern railroads have been approved by the ICC. The railroads are the B&O, Lackawanna, Erie, Nickel Plate, Pennsylvania and Wabash Trailer-on-flat-car services involved have been in operation about a year.

It wasn't the first time a fashion show was put on in a regularly scheduled train, when the Lehigh Valley did it this spring (*Railway Age*, May 16, page 5). Jim Murry of the Central of Georgia properly reminds us that road's "Nancy Hanks II" was the scene of two such shows back in June 1950.

SYMBOL of WESTERN PROGRESS...



During the past 100 years, the Southern Pacific has become an enduring symbol of progress in our Western states. The first railroad to operate in the Far West, it started in 1855 with the laying of 23 miles of track between Sacramento and Folsom, California, and is now Southern Pacific's Placerville branch. From this historic moment on, the future of the West was assured — for within fifteen years, the great natural barriers to western expansion were breached, and the first transcontinental railroad service was inaugurated. Today, Southern Pacific's more than 12,000 miles of main line track link 8 Western and Southwestern states in a transportation web of paramount importance to continuing progress.

For the past 35 years of Southern Pacific's progress, Sinclair has played an important role as a supplier of vital railroad lubricants. Sinclair's GASCON[®] lubricating oils, for example, are used on many of SP's Diesels. Over 100 of America's top railroads now rely on Sinclair GASCON for Diesel lubrication. There's no better proof of dependability.

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Clarke, Dorr Discuss Car Shortage

ICC member and NITL executive secretary make presentations to Senate subcommittee — Senators' complaints also heard

Commissioner Owen Clarke of the Interstate Commerce Commission predicted last week that this year's car shortage "will not reach the proportions of previous shortages through which we have passed without disastrous results."

The commissioner made this statement for a subcommittee of the Senate Committee on Interstate Commerce. At the same time he assured the subcommittee members that the commission, which has already issued five "emergency service orders," will continue "to keep a watchful eye on the situation and will not hesitate to take such

additional action within its jurisdiction as the circumstances require."

The subcommittee is headed by Senator Magnuson, Democrat of Washington, who is also chairman of the parent committee. It was set up to deal with complaints the committee has received about the freight car situation. (*Railway Age*, July 18, page 11.)

Another presentation to the committee was that made on behalf of the National Industrial Traffic League by its executive secretary—L. J. Dorr. Mr. Dorr outlined the League's recent activities in connection with the car-supply problem, saying that shippers

"should not be saddled with penalty demurrage and other punitive orders until time is allowed to see what the railroads can do in the way of expediting car movements and restoring bad-order cars to serviceable condition. Meanwhile, he added, the shippers "would have an opportunity to demonstrate through voluntary cooperation their ability to attain the maximum in car utilization."

Unrealistic—"It is obvious," Mr. Dorr also said, "that the railroads' approach to the car supply problem has been less than realistic. While we appreciate the carriers' situation in 1954, when there was an actual decline in traffic, nevertheless shippers' forecasts of car loadings and business indications generally make it clear that the railroads were too slow in getting started on the acquisition of new cars and on upgrading and car repair programs."

Commissioner Clarke told the subcommittee of the new-car and repair programs agreed upon in June by member roads of the Association of American Railroads. That the railroads are fulfilling the pledge involved in the new-car program "is apparent from the fact that new orders placed in June exceeded any previous month since February 1951," the commissioner said.

"More immediate results" are being produced by the stepped-up repair program, he continued, adding: "With practically all repair shops now in full operation, it is reasonable to expect that there will be a steady increase in the number of cars in the serviceable fleet." Mr. Clarke also said the commission had found "no evidence of discrimination or preference in the distribution of cars."

Letters from Home—The subcommittee also heard from several senators who reported on shortage conditions in their states, as reflected by complaints they have received. These included Senators Murray and Mansfield of Montana, Humphrey of Minnesota, and Young of North Dakota. Mr. Mansfield called present Montana shortages the "worst in several years." Mr. Humphrey recommended that the ICC be given power to impose penalty per diem charges to expedite car movements, and Mr. Young expressed hope that Congress would get "tough enough" to bring some relief.

Roland Ballou, assistant deputy administrator for operations, Commodity Credit Corporation, explained the grain-shipping operations of that federal agency. He didn't seem to think CCC could do much more than it has in the way of changing its shipping schedules, but said it was cooperating to get better utilization of cars. Chairman Magnuson said at one point that the subcommittee had heard that CCC movements are "uniformly untimely."

Representatives of the AAR, grain



"ELECTRONIC BRAINS" now available for processing various types of railroad accounting and operating data were specially demonstrated by International Business Machines Corporation to more than 40 railroad presidents, board chairmen and other executives in New York late in July. Among those attending the display, were, left to right, J. A. Fisher, W.

Arthur Grotz, and A. E. Perlman, presidents, respectively, of the Reading, the Western Maryland, and the New York Central. Coincident with the demonstration, IBM announced that it has installed or on order for railroads 34 of its Number 650 magnetic drum data processing machines, and seven of its larger and faster Number 705's.

shippers, and the Railway Employees Department, American Federation of Labor, were among others scheduled to make presentations to the subcommittee.

FREIGHT CARS

Serviceable Fleet Gained 4,425 Cars in June

Class I railroads added 4,425 freight cars to their serviceable fleet in June, when they also placed orders for more new cars than they had ordered in any previous month since February 1951.

This was reported by Chairman Arthur H. Gass of the Car Service Division, AAR, in his latest review of "The National Transportation Situation." Mr. Gass said: "With an increased order backlog and a stepped up repair program, it is anticipated that there will be a further steady increase in the number of cars in the serviceable fleet."

That fleet totaled 1,614,414 cars on July 1, as compared with 1,609,989 on June 1. The July 1 figure becomes 1,692,834 when cars owned by car-line affiliates of the Class I roads are included.

The June orders of the Class I roads were for 13,765 cars, bringing the backlog up to 27,848 cars of July 1. June repair programs gave heavy repairs to 30,456 cars. New cars placed in service during the month totaled 2,947 while retirements totaled 5,724.

Reporting on equipment conditions by types of cars, Mr. Gass told of the current tight situations and shortages. Meanwhile, he had given first place in his report to the service orders issued recently by the Interstate Commerce Commission (*Railway Age*, July 18, page 11).

The **Canadian Pacific** has ordered 1,640 freight cars from Canadian builders for delivery this year. Eastern Car Company will build 200 70-ton drop-end gondola cars; Marine Industries, 40 70-ton covered hopper cars; National Steel Car Corporation, 200 70-ton triple hopper cars and 500 50-ton box cars; and Canadian Car & Foundry, 200 70-ton flat cars and 500 50-ton box cars.

The **Chicago Great Western** has ordered 50 70-ton covered hopper cars from ACF Industries at an estimated cost of \$360,000. Delivery is expected next January.

The **Lehigh & New England** has ordered 300 50-ton box cars from Pullman-Standard.

The **Lehigh Valley** has ordered 200 freight cars at an approximate cost of \$1,600,000. Bethlehem Steel will build 100 65½-ft. gondola cars beginning in November; and ACF Industries will build 100 50½-ft. 50-ton box cars with 9-ft. doors beginning in January.

The **Norfolk & Western** has ordered 1,000 70-ton hopper cars and

500 70-ton gondola cars from ACF Industries. Deliveries are scheduled to begin early next year.

The **Pennsylvania** has ordered 4,000 freight cars at a cost of \$32,400,000. Included are 2,400 70-ton hopper cars, of which 1,200 will be built by Bethlehem Steel, 800 by ACF Industries, and 400 by Pullman-Standard. The PRR's Altoona, Pa., shops will construct 1,000 50½-ft box cars, 500 70-ton flat cars and 100 70-ton gondola cars. The freight-car repair program "has been materially accelerated." Cars are now being repaired at the rate of 100 a day, which will be increased to 175 cars a day in August.

The **Reading** has ordered 700 50-ton hopper cars and 150 70-ton covered hopper cars from Bethlehem Steel at an approximate cost of \$5,300,000.

The **Rutland** has ordered 100 50-ton PS-1 box cars from Pullman-Standard at an approximate cost of \$666,000. The cars, purchase of which will be financed through a conditional sales contract, are scheduled for delivery next January.

The **Union Tank Car Company** has ordered 450 10,000-gal. 320 11,000-gal. and 20 8,000-gal tank cars from its own shops. Of the 10,000-gal cars, 250 are to be constructed of alumi-



THE "TRAV-O-LATOR," a form of transportation adapting the principles of the escalator to overland travel, was demonstrated at the Otis Elevator Company's Harrison, N.J., plant recently. Designed to carry large crowds for unlimited distances, horizontally or at an incline, the cleated, metal-treaded moving platforms are designed for application at railroad, subway and bus stations, airports, and other congested areas.

num. Deliveries are scheduled for the last quarter of 1955 and the first quarter of 1956.

LOCOMOTIVES

Class I Roads Install 599 Locomotives in 6 Months

Class I railroads installed 599 new locomotive units during the first six months of 1955, of which 590 were diesel-electric units and nine were electrics, the Association of American Railroads has announced. In the first half of 1954, Class I roads installed 788 new locomotive units, including 781 diesel-electrics and seven gas turbine-electrics.

New locomotive units installed in June by Class I roads totaled 83, including 81 diesel-electrics and two electrics, compared with May installations of 103 new units.

New locomotive units on order by Class I roads on July 1 totaled 470, compared with 124 on order on the same 1954 date. On order this July 1 were 469 diesel-electrics and one electric, while those on order a year ago included 106 diesel-electrics, 10 electrics and eight gas turbine-electrics.

The **Northern Pacific** has ordered from Electro-Motive, for assignment to the **Camas Prairie**, one 1,750-hp road-switcher costing an estimated \$173,000, and one 1,200-hp switcher costing an estimated \$110,000. Both units are scheduled for delivery next December.

The **Reading** has ordered six general purpose "Train Master" diesel units from Fairbanks, Morse at a cost of \$1,500,000.

The **Sacramento Northern** has ordered one 600-hp diesel-electric unit from General Electric at an approximate cost of \$85,000. The unit has been delivered.

The **Western Maryland** has ordered two 1,750-hp diesel-electric road-switchers from Electro-Motive at an approximate cost of \$340,000. Delivery is scheduled for September.

Figures of the Week

Freight Car Loadings

Loadings of revenue freight in the week ended July 23 totaled 786,433 cars, the Association of American Railroads announced on July 28. This was a decrease of 12,607 cars, or 1.6%, compared with the previous week; an increase of 102,152 cars, or 14.9%, compared with the corresponding week last year; and an increase of 5,734 cars, or 0.7%, compared with the equivalent 1953 week.

Loadings of revenue freight for the



HOMER C. KING, former deputy administrator of the Defense Transport Administration, whose retention as a consultant to the transport mobilization staff of the ICC was reported in *Railway Age*, July 11, page 16.

week ended July 16 totaled 799,040 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, July 16			
District	1955	1954	1953
Eastern	135,110	111,579	132,824
Alleghany	160,143	127,503	161,376
Pocahontas	62,001	49,880	59,117
Southern	121,333	111,809	121,580
Northwestern	135,128	114,818	135,280
Central Western	126,804	119,536	123,108
Southwestern	60,521	57,420	58,129
Total Western Districts	320,453	293,774	316,517
Total All Roads	799,040	694,545	791,414
Commodities:			
Grain and grain products	74,551	69,858	63,721
Livestock	6,391	7,110	6,823
Coal	138,292	108,880	132,605
Coke	11,616	8,684	12,665
Forest Products	44,299	38,108	46,789
Ore	87,672	73,121	96,407
Merchandise l.c.l.	65,853	58,286	63,244
Miscellaneous	370,366	332,498	369,160
July 16	799,040	694,545	791,414
July 9	652,680	569,562	721,454
July 2	695,734	618,559	670,273
June 25	799,472	713,160	818,450
June 18	785,425	707,237	812,578

Cumulative total,
28 weeks

19,450,433	17,765,933	20,546,916
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Law & Regulation

Urges Cost Basis for Competitive Rates

In cases having to do with competition between different methods of transportation, the Interstate Commerce Commission should recognize that "relative costs are the most important, and in most cases should be the controlling, factor." Such is the advice of John P. Fishwick, general solicitor of the Norfolk & Western, in an article in the June issue of the *Virginia Law Review*. Mr. Fishwick's article is entitled "The ICC's Regulation of Rail-Motor Competition: A Study in Administrative Lag."

Mr. Fishwick says that "while the Supreme Court has never squarely faced the question in a competitive rate case involving railroads and motor carriers, its decision in *ICC v. Mechling* supports what might be called the 'relative costs' approach." In the *Mechling* case, the Supreme Court directed the commission, in its regulation of barge rates, to "preserve intact the inherent advantages of cheaper water transportation." Mr. Fishwick believes that the "inherent advantage" of lower costs must be given appropriate consideration in the regulation of competition between rail and highway carriers—a doctrine which has not been consistently followed in all cases in recent years, either by the ICC or the litigants.

"Only extraordinary circumstances," he goes on to say, "would justify the ICC's refusing to permit the low-cost carrier to compete at lower rates." The instruction to the ICC, in the statement of national transportation policy, to maintain the various agencies in a condition adequate to serve the needs of national defense, does not run counter to this rate doctrine, Mr. Fishwick insists. Instead, he says, "over the long run, the requirements of national defense will be served best if transportation is divided among competing carriers on an economic, rather than arbitrary, basis."

The ICC "should take more initiative in requiring the parties to introduce evidence with respect to relative

costs," the author believes. Also, in deciding these cases, the ICC ought to take into account the competition "from exempt carriers and private transportation."

F. T. Richardson Joins IT&T

F. T. Richardson, until recently resident public relations manager for the New Haven at New York, and formerly director of public relations for ACF Industries, has joined the information department staff of International Telephone & Telegraph Corp., 67 Broadway, New York.

Competitive Transport

Buy-and-Sell Truckers Must Collect Transportation Tax

The Bureau of Internal Revenue has ruled that the federal tax on amounts paid for for-hire transportation is applicable to the movement involved when a truck owner acquires title to commodities at an origin point and sells at a destination point on the basis of a mark-up equivalent to a transportation charge.

As put to the bureau for ruling, the situation was also one wherein the buyer at destination had already ordered the goods from the seller at the point of origin. The ruling is Revenue Ruling 55-421.

Air-Fare Yield Relatively High, But It's Going Down

Scheduled domestic air lines are still getting relatively high revenues per passenger-mile, but the 1954 average was only 2.1% above that of 1942. The railroad average rose 36.5% during the same period.

This was shown in the July issue of "Transport Economics," published by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

The air lines' overall average in 1954 was 5.39 cents per passenger-mile, compared with 1942's 5.28 cents. The railroad overall average was 2.62 cents, compared with 1942's 1.92 cents.

The "air-coach" average for 1954 was 4.38 cents, while the railroad average on coach business, other than commutation, was 2.5 cents. The railroad average on parlor and sleeping-car business was 3.35 cents, and the Pullman Company got an average of 1.31 cents in addition.

Passenger Loads—The ICC bureau also presented figures on passenger loads, showing that the air lines performed 30.5 passenger-miles per plane-mile in 1954, compared with the railroad performance of 17.5 passenger-



"YOU NEVER GRADUATE in this business," D. L. Wood, chief special agent, Illinois Central, told the fifth National Railroad Police Academy. Stressing that "there's always more to learn in railroad police work," he handed certificates to 49 police officers from nearly as many different roads who, on July 22, formally completed the 11-day police methods training course. The academy is conducted under auspices of the Protective Section of the AAR, in cooperation with the FBI.

miles per car-mile. The railroad figure included a parlor and sleeping-car factor of 9.7 passenger-miles per car-mile, the first time in the postwar period that the average load in such cars had fallen below 10 passengers.

The data for air lines also showed that 62.5% of the seats available in 1954 were occupied by revenue passengers. That was a composite of a 68.2% figure for air-coach service and 60.1% for so-called "regular" flights.

Other data in the compilation showed that intercity Class I bus lines got an average revenue per passenger-mile of 2.07 cents in 1954, up 25.5% from the 1942 average of 1.65 cents. Their average load (passenger-miles per bus-mile) was 18.1.

ICC Refuses to Review Rock Island Motor Case

The Interstate Commerce Commission has refused to reconsider last year's order granting a Rock Island motor subsidiary unrestricted motor rights. An operating certificate incorporating these rights, however, has been held up by a court contest challenging the order.

As reported in *Railway Age*, December 13, 1954, page 11, the ICC freed Rock Island Motor Transit, the Rock Island subsidiary, of customary "tie to rails" restrictions. The order gave the transit company the right to provide "all motor" service over several routes, including one from Chicago to Omaha.

This order was opposed by the American Trucking Associations and the Railway Labor Executives Association in separate but similar petitions (*Railway Age*, March 14, page 9).

Further, the ATA filed a complaint in District Court for the District of Columbia asking that the order be enjoined and set aside.

The commission, by an order released July 27, denied the applications of the ATA and RLEA for reconsideration, stating that "the evidence adequately justifies the conclusions and findings in the report and order . . ."

In the same July 27 order, the commission also denied a petition of Rock Island Motor Transit asking for an interpretation of last year's order to spell out its operating rights. The ICC said such action "is not warranted."

As to the court case, ICC Chairman Hugh Cross has notified District Court Justice Edward A. Tamm that a permanent unrestricted operating certificate will not be issued to RIMT while the court matters are still pending. The transit company is presently operating under a certificate which includes "key point" restrictions.

Last year's decision by the ICC was not to be considered, the commission warned at the time, an abrogation of its "tie to rails" policies but an exception justified by evidence in the case.

IC Puts Electronic Computer To Work on Payrolls

In specially air-conditioned quarters in the Illinois Central's Chicago accounting offices, an International Business Machines Corporation type 650 magnetic-drum data-processing machine has gone to work handling payroll accounting. The machine's ability to handle large volumes of interrelated detail work at high speed is expected to save a vast amount of time and paper work

and eliminate many intermediate steps necessary under less advanced procedures.

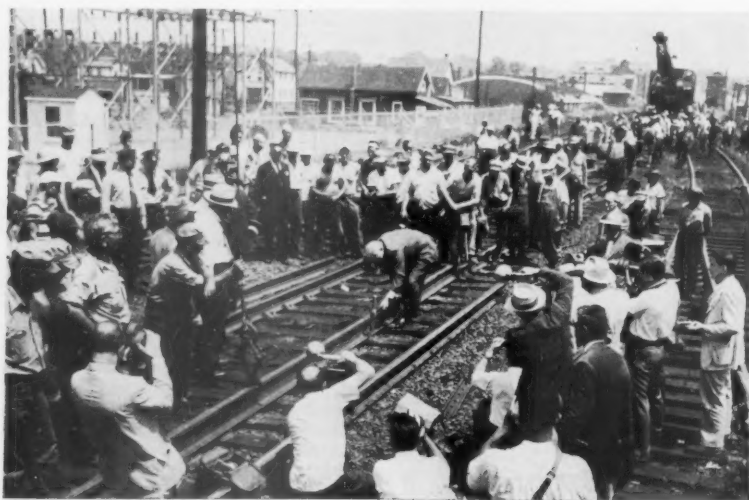
A committee of three IC accounting officers began studying adaptability of the 650-type machine to railroad work early in 1954. Its members attended basic and advance schools conducted by IBM to train them in programming work schedules for electronic processing machines. The committee applied its new knowledge to IC accounting needs and formulated a program to adapt it to the machine. Their programs were tested on a machine at the IBM factory and found workable.

The IC plans to extend use of electronic calculators to all its accounting work. Their use in other railroad paper work is under study. A second machine of the 650 type, but with features permitting added flexibility in use, is on order from IBM and the IC expects delivery some time this fall.

Improvements Planned For New York Harbor

Two miles of Brooklyn, N.Y., waterfront will be rebuilt by the Port of New York Authority at an approximate cost of \$85,000,000. The improvement, described as the greatest marine terminal development ever undertaken in the New York-New Jersey harbor, was made possible by the authority's \$13,750,000 purchase of certain properties of the New York Dock Company southward from a point near Brooklyn Bridge, and including, Atlantic Basin.

The seller will retain certain buildings at the terminal. The New York Dock Railway, a subsidiary, will continue to provide all rail freight service for the terminal, for adjacent industrial plants and for the surrounding Brooklyn area.



"THIS IS THE FIRST major program of welded rail on any railroad in the East," stated New Haven President Patrick B. McGinnis as he drove a gold-plated spike commemorating the occasion at Branford, Conn. Strings

of 140-lb rail—the heaviest in use on the New Haven—in 1,560-ft lengths are being laid in this, the first phase of a \$20-million rail-laying project planned to extend over the next five years.

Needed: More LCL Solicit- ing, Ohio Valley Board Says

During the entire month of May, not a single railroad traffic solicitor called on us regarding lcl traffic, 77 out of 157 industrial firms in Ohio Valley Transportation Advisory Board territory have reported.

The board has compiled results of its recent poll on lcl traffic and has concluded that, if railroads are to increase such tonnage, they will have to recognize a need for proper solicitation of it.

The board tallied all calls made on member firms by railroad traffic men seeking lcl business. Out of 202 calls acknowledged by the firms reporting, 41 were by New York Central representatives, 32 by Pennsylvania, 29 by Baltimore & Ohio, 15 by Missouri Pacific, 11 by Southern, and 10 by Monon men. Twenty-six other roads were mentioned with less than 10 calls each. Sixty-nine companies reported receiving general lcl solicitation, and 18 reported solicitations on specific movements.

Ninety-four companies said they are not getting carrier performance records of consignee delivery times, while 15 said they are receiving such reports.

A view that more tonnage would result from improved service was held by 92 firms, while 36 said improved service would not affect them. An opinion that Icl has not been properly solicited was held by 80 firms, while 52 indicated they feel the railroads are doing an adequate job.

Rates & Fares

Austria Modernizes Rail Regulation

Under a comprehensive new law, effective this year, Austrian railroads, both government and private, are authorized to grant extraordinary reductions in passenger and freight tariffs to meet competition of other forms of transportation, according to the World Trade Information Service of the U.S. Department of Commerce.

By contrast with former law, under which regular or published "preferential" rates had to be applied at all times, without any reduction, the new Railway Transportation Ordinance permits reductions from those rates "whenever necessary to attract passengers and freight or to avoid empty runs of cars."

To avoid unjustified cuts which "might endanger the Austrian economy," the Ministry of Transport and Nationalized Industries must be informed of any extraordinary reduction granted. WTIS notes, however, that this information is supplied to the Ministry of Transport "after the fact," thus apparently precluding "preventive" measures by the ministry in any given instance.

"Tariff of Tomorrow" Plan Accepted for Many Tariffs

The Railroads' Tariff Research Group has reported that many tariffs are now on the pattern of the "Tariff of Tomorrow," which the group distributed in January 1953. The report went to the joint committee of railroad and industrial traffic officers which supervised the group's activities.

The "Tariff of Tomorrow" principles for commodity rate tariffs are premised upon the employment of the grouping of stations in National Rate Basis Tariff No. 1; and, where the basic rate adjustments reflect distance considerations primarily, upon the expression of rate tables in terms of the rate basis numbers between key points published in the Docket 28300 class rate tariffs.

The group reported that the most comprehensive employment of these principles is found in the 11 agency

tariffs (effective since June 1) which publish rates on paper and related articles between points east of the Rocky Mountains. The 11 tariffs supplanted Ex Parte 175 tariffs which had applied on the commodities involved. In each of Agent Prueter's W/S 438 and W/E 439, the entire interterritorial rate structure is contained on a single page, the report noted.

It went on to list other "Tariffs of Tomorrow," including Agent Boin's E-182, in which the Eastern territory rate structure on cast iron pressure pipe and fittings "is completely expressed on 11 pages." And the same agent's E-164-A, which publishes "the complete rate structure on canned goods within Eastern territory on a single page." Nine other tariffs are also on the report's list.

Benefits—"It is claimed," the report added, "that tariffs made up according to this plan can be issued quickly, are inexpensive to produce, and are the ultimate in simplicity from the standpoint of the tariff user."

The report pointed out that all tariffs on its list contain the standard general rules and regulations, with uniform item numbering, called for by the group's Freight Tariff Improvement Bulletin 74. They also embody tariff-making improvements covered in other bulletins.

East's Streamlined Mixing Rule Granted New Reprieve

The Interstate Commerce Commission has postponed indefinitely the effective date of its order requiring eastern railroads to cancel the "streamlined" version of their Rule 10.

The "streamlined" version is that which permits use of the mixing rule in combination with all-commodity rates, i.e., it provides that commodities rated lower than the all-commodity basis may be included in a mixed carload taking an all-commodity rate and charged for at the lower rate. The requirement that it be canceled is part of a commission plan to put on a parity basis the all-commodity rates of railroads and truckers in eastern territory.

The commission dealt with the situation in a report in No. MC-C-1331 and related cases. The indefinite postponement came in a July 21 order by Chairman Cross, which noted that the commission has received petitions for reopening of the case. Previously, August 15 had been the cancellation date. (*Railway Age*, May 30, page 10.)

ICC Advised to Require Filing of Sec. 22 Rates

The Interstate Commerce Commission has been advised by one of its examiners, R. Edwin Brady, to require the filing with the commission of Section 22 quotations for transportation of government freight at the same time the rates are filed with the

government agency to which they are offered. The recommendation was included in a proposed report in Ex Parte No. 192, the investigation instituted by the ICC to determine what filing rules should be prescribed to cover Section 22 quotations.

Organizations

At the recent 87th annual meeting of the **American Association of Baggage Traffic Managers**, in Tadoussac, Que., the following officers were elected for one year: President, M. P. Nelson, manager, mail, express, baggage and milk departments, Lackawanna; vice-president, J. H. Tanner, assistant passenger traffic manager, Denver & Rio Grande Western; secretary-treasurer, T. R. Stanton, Wabash.

The Fall meeting of the **New England Shippers Advisory Board** will be held in Portsmouth, N.H., September 21-22. Carl Naffziger, director of the Freight Loss and Damage Prevention Section, Association of American Railroads, and Harold Hammond, executive vice-president of the Transportation Association of America, will address the general session September 22. William J. Bird, managing director of the Greater Boston Chamber of Commerce, will address the September 22 banquet.

The 42nd annual meeting of the **American Short Line Railroad Association** will be held in the Morrison Hotel, Chicago, October 11-12. Among those who will address the meeting are Leverett Edwards, chairman, National Mediation Board; Owen Clarke, member, Interstate Commerce Commission; C. W. Emken, director, Bureau of Accounts, Cost Finding and Valuation, ICC; and D. P. Loomis, chairman, Association of Western Railways.

Offices of the **Steel Founders' Society of America** will be located at 606 Terminal Tower, Cleveland, after August 4. The society has established a Gustaf A. Lillieqvist Steel Foundry Facts Award, to be made annually for the best paper published in Steel Foundry Facts in the preceding year. At the time of his death on May 31, 1955, Dr. Lillieqvist was research director of American Steel Foundries.

The annual meeting of the **American Railway Magazine Editors' Association** will be held at the Broadmoor Hotel, Colorado Springs, Colo., September 28-October 1. Among the speakers will be Judge Wilson McCarthy, president, Denver & Rio Grande Western; William E. Hayes, executive assistant, Rock Island; Fred C. Henson, of The Conductor & Brake-man; and Frank Sluder, industrial

photographer, Colorado Fuel & Iron Co.

A Solid Fuels Conference will be held at the Neil House, Columbus, Ohio, October 19-21, to discuss the future of solid-fuel utilization. Arrangements have been made jointly by the **American Society of Mechanical Engineers** and the **American Institute of Mining & Metallurgical Engineers**. Chairman of the conference is Elmer R. Kaiser, director of research, American Society of Heating & Air Conditioning Engineers.

The advance program for the annual meeting of the **National Association of Railroad & Utilities Commissioners**, to be held at Grove Park Inn, Asheville, N.C., October 24-27, calls for presentation of the report of the Special Committee on the

Railroad Passenger Deficit Problem on October 26; and the report of the Committee on Progress in Regulation of Transportation Agencies on October 27. The annual dinner will be held at 6:30 p.m., October 27.

The **Traveling Traffic Agents Association** of Milwaukee has elected the following new officers: President, Frank Broadus, Norfolk & Western, Chicago; vice-president, James Quinn, Wabash, Milwaukee; secretary-treasurer, Curtis Reddemann, New York Central, Milwaukee.

The **National Railway Historical Society** will hold its 1955 convention at the Hotel Pfister, Milwaukee, September 3-5. The program will include two railfan excursions via the Chicago & North Western and the Chicago North Shore & Milwaukee.

be 212 ft long and about 40 ft wide, and completely air conditioned. Glass and brick will be used extensively in the exterior styling.

Problems Solved—Moving to the new locale will solve a number of problems both for the railroad and the city of Des Moines. The present passenger station is so close to the downtown area that many of the main streets are blocked while trains are in the station. Another problem has been the conflict between street traffic and railroad platform service trucks, etc., which must share intersections. The area permitted only limited parking facilities for railroad patrons and operations were handicapped in many ways. As General Manager G. J. Mulick puts it: "We've outgrown our present facilities."

The downtown coach yards and terminal probably will be made available for industrial use. Operations will not be affected by construction of the new terminal, Mr. Mulick said.

New Facilities



A THREE-SIDED TERMINAL, shown here in scale model, will solve a num-

ber of problems for the Rock Island at Des Moines.

Rock Island Starts \$2 Million Terminal at Des Moines

The Rock Island is relocating its passenger terminal facilities at Des Moines, Iowa.

The move, which will cost the road some \$2 million, will transfer operations about two miles east of the present downtown facilities, to a point where the road's "Twin Star" route (Twin Cities to Kansas City, Dallas and Houston) crosses its main line between Chicago, Omaha and Colorado Springs. This will eliminate the need to back north-south passenger trains into downtown Des Moines, and will

save an estimated 20 minutes in the running time of trains such as the "Twin Star Rocket" and the "Texas Rocket."

A two-story terminal building, to cost about \$900,000, will share the triangular tract between the tracks with a service building and a mail handling center. Another nearby building will accommodate traffic of the Railway Express Agency. Provisions are being made for parking at least 100 cars.

The passenger terminal itself will

SP to Modernize Oregon Yard for \$5,750,000

The Southern Pacific will spend almost \$5,750,000 for an enlarged and modernized switching yard at Eugene, Ore. Grading for the yard is expected to begin next fall, with the entire project scheduled for completion in two years.

The new gravity-type yard will have radar controls and automatic switching, and will be floodlighted for around-the-clock operation. It is expected to expedite movement of freight between the Pacific Northwest and other areas, as well as speed up delivery of Oregon products to distant markets ranging from California to the eastern seaboard. The new yard is expected to be able to handle as many as 3,500 cars a day, compared with 2,000 cars daily in the present facility.

Milwaukee to Modernize, Enlarge, St. Paul Yard

A \$5-million conversion of "Pig's Eye" yard, St. Paul, from flat switching to automatic retarder operation with speed control, will be started by the Milwaukee in the next few weeks. "Extensive" track work in the Minneapolis area will be undertaken at the same time.

"Pig's Eye" yard is located along the Mississippi river just south of St. Paul. When its modernization is completed, it will have 35 classification tracks with capacities ranging from 30 to 67 cars, and a total capacity of 1,724 cars. It also will have seven receiving tracks and six departure tracks, new freight car repair facilities, and new icing facilities, and will be floodlighted for night operation. Modern signaling and communications facilities also will be installed.

Damage Cut—Pointing out that im-

improvements at St. Paul will be commensurate with those already achieved by the Milwaukee at Bensenville, Ill. (*Railway Age*, February 1, 1954, page 14) and at Air Line yard, Milwaukee, (*Railway Age*, June 30, 1952, page 58). President John P. Kiley said such facilities have "considerably shortened the terminal time of cars" and reduced damage to lading. "The damage feature of automatic switching is exemplified in one month's handling of more than 74,000 cars at Bensenville, resulting in freight equipment damage of only \$896," he stated.

Canadian National.—Has ordered equipment for installation of: (1) Block signaling using Trakode at West Parkdale Junction, Toronto; (2) centralized traffic control between Winnipeg station and Transcona, Man., and Paddington; and (3) block signaling using Trakode on 140 miles of road between Blue River, B.C., and Kamloops Junction. The General Railway Signal Company is furnishing the equipment.

The Ross & White Co., Chicago, is building four Blackhall Patent train washers to handle passenger trains at Montreal, Quebec and Toronto. Two machines will be installed in the latter city.

Financial

Study of D&H Pact Delays Hearing on NH-B&M Tieup

Filing of a proposed agreement with the intervening Delaware & Hudson has prompted the Interstate Commerce Commission to postpone further hearing in the case involving the application of Patrick B. McGinnis, president of the New Haven, for authority to become also president and a director of the Boston & Maine.

The postponement was announced in a July 22 notice, and it was interpreted in published reports as an indication of favorable commission action on the McGinnis application. The commission promptly issued another July 22 notice, saying the postponement "should not be interpreted to mean that the commission has given any indication of the action it will take on that application." The agreement, this notice added, must be the subject of an application under section 5 of the Interstate Commerce Act, and that application will have to be acted upon by the commission.

Agreement.—The agreement itself, according to D&H sources, is between that railroad, the B&M, the NH, and Mr. McGinnis personally. If approved by the ICC and directors or executive committees of the three railroads, it will continue in effect "whether or not McGinnis becomes president of the B&M," and will make unnecessary

any intervention by the D&H against his application to assume that position.

In announcing the agreement, the D&H explained that "There is considerable competition between the NH and B&M and between Mechanicville [N.Y.] and other Hudson River gateways, and the D&H seeks to insure that such competition remains unrestrained."

"Public statements made by Mr. McGinnis," the D&H also said, "would seem to indicate he is not without influence upon the present management of B&M. Whether or not [he] becomes president of the B&M while serving in the same capacity for the NH, the D&H had reason for concern about its freight traffic moving through the Mechanicville gateway in conjunction with the B&M, and for that reason intervened in the ICC proceeding in opposition to McGinnis' petition to serve both railroads as president and director."

Terms of the three-road agreement would, among other stipulations: (1) Require the NH and B&M to cancel an existing agreement between them under which NH compensates B&M for loss of revenue on certain traffic which B&M routes through NH junctions; (2) require B&M to maintain rates, routes, services and schedules in conjunction with the D&H via Mechanicville on a basis as favorable as those via other Hudson River gateways, and to maintain "active solicitation and support" for movement of traffic via Mechanicville; (3) prohibit any change in division of revenues between B&M and NH which would give B&M a greater share of revenue to induce flow of traffic via NH; (4) prohibit NH and B&M from having any joint directors, officers or traffic offices, except for Mr. McGinnis and legal, advertising or maintenance personnel; and (5) leave D&H free to oppose a merger of B&M and NH, "if later proposed."

Chicago, Milwaukee, St. Paul & Pacific.—*Stockholders Approve Exchange of Preferred Stock for Debentures.*—Stockholders of the Milwaukee have voted to amend the company's charter to permit issuance of \$60 million principal amount of 5% income debentures to be offered in exchange for 600,000 shares of preferred stock. Subject to approval of the ICC, the company expects to mail its offer to preferred shareholders about August 1 and to begin actual exchange early in September. The move will reduce the number of preferred shares outstanding by about 50%.

Lehigh Valley.—*Bond Redemption.*—The LV has asked the ICC for authority to issue a promissory note for \$4,500,000 to evidence a loan for that amount, and to pledge \$4,982,000 of its first mortgage 4% bonds, maturing June 1, 1968, as security for the note. U. S. Treasury notes totaling \$1,000,000 are to be pledged as additional security. The loan would be used, with

cash from the road's treasury, to redeem \$7,840,000 of consolidated mortgage 6% annuity bonds now outstanding, in furtherance of the road's bond reduction program.

Southern.—*Acquisition.*—This road has applied to the ICC for authority to acquire control of the Transylvania, which operates a 32-mile line between Hendersonville, N.C., and Rosman. Acquisition would be through purchase of stock for \$20 per share—1,984 shares, (53% of the 3,700 shares outstanding) from Edward H. Alsop, and at least 816 shares from other holders. The Southern already owns 250 shares.

Toledo, Peoria & Western.—*Joint Control Plan Opposed.*—The Minneapolis & St. Louis has filed with the ICC a petition to intervene in opposition to the application of the Santa Fe and the Pennsylvania to acquire joint control of the Toledo, Peoria & Western (*Railway Age*, July 18, page 14). The M&StL stated in its petition that it had been denied a chance to match or better the offer of the Santa Fe to buy TP&W stock from trustees of the McNear estate (*Railway Age*, June 6, page 12). The Santa Fe purchased 82% of TP&W stock for \$9,963,000. It was subsequently announced that the Pennsylvania will buy half this stock—or 50% of whatever total stock is acquired by the Santa Fe—and the two roads will own the TP&W jointly. The M&StL petition stated that the road still "desires to obtain control of the TP&W" and claimed such control would be in the public interest, whereas control by the Santa Fe and Pennsylvania "would contravene the principles of the Interstate Commerce Act, the Clayton Act and the Sherman Act." Among other things, the joint control plan would tend to "lessen competition and create monopoly," the petition declared.

Security Price Averages

	July 26	Prev. Week	Last Year
Average price of 20 representative railway stocks	96.66	95.09	71.09
Average price of 20 representative railway bonds	99.28	99.04	95.96

Application

BANGOR & AROOSTOOK.—This road has asked the ICC to exempt it from competitive bidding requirements in connection with proposed issuance of \$4,000,000 of 40-year income debentures. Proceeds from the issue would be used to redeem at 102.50 the B&A's 38,280 shares of \$100-par cumulative convertible 5% preferred stock. The road advised the ICC that it seeks to have the issue underwritten rather than engage in competitive bidding, in order to insure the success of its redemption plan.

Authorization

CHICAGO & NORTH WESTERN.—To assume liability for \$3,330,000 of equipment trust certificates to finance in part purchase of 22 diesel-electric road-switchers at an estimated cost of \$4,178,525 (*Railway Age*, June 13, page 69). Dated July 15, the certificates would mature in 15 annual installments of \$222,000 each, beginning July 15, 1956. Division 4 ap- (Continued on page 27)

Questions and Answers FOR THE TRANSPORTATION DEPARTMENT

Is there an approved or correct way to repeat car numbers?

Apparently there is no uniform system.

E. E. Broadhurst, agent of the Norfolk Southern at Wilson, N.C., suggested this question. Mr. Broadhurst favors calling the number 702094, for example, as "seven-O-two, O-ninety-four." With a five-digit number, such as 50229, "five-O, two-twenty-nine" is his choice. A four-figure car number, like 6040, he would call "six-O-four-O."

Here are some other opinions.

"It is amazing that no particular system seems to have been generally adopted for repeating car numbers in direct conversation or via telephone.

"In my opinion, a car number of six figures—702094—should be repeated as 'seven-O-two, O-nine-four.' A car number with five figures, 50229 for example, should be repeated as 'five-O, two-two-nine.' A four-figure number, such as 6040, should be repeated as 'six-O-four-O.'

"The six-figure number should be repeated and handled as if a comma existed between the third and fourth figures. Likewise, the five-figure number should be treated as if a comma were between the second and third figures."—*C. R. Megee, vice-chairman, Car Service Division, Association of American Railroads.*

"I agree with Mr. Megee. As a matter of fact, this is the practice on the Southern. Occasionally a new man will call the numbers incorrectly. Most of our traffic people calling for records usually call numbers incorrectly. Lots of times this causes the clerk to say there is no record when actually there is one.

"We have never had a program on the Southern to teach proper calling of car numbers, since the clerks usually pick it up quickly. If the numbers were called as suggested by Mr. Megee, it would possibly eliminate considerable trouble."—*D. C. Ferguson, assistant vice-president, Southern, Atlanta, Ga.*

"I share with Mr. Megee the feeling that something should have been done about this matter years ago. The important point is that when you call a number such as 702094 and say 'seventy-two-O-nine-four,' nobody knows whether the number is 702094 or if it is 72094.

"I am going to put out some instructions at Potomac yard on this subject and see if we can get the employees to follow a uniform method of calling these multiple-digit numbers, which will eliminate the possibility of someone misunderstanding what the number is when they hear it called. I think that should be done generally through-

out the country in railroad and other circles where car numbers are referred to."—*C. E. McCarty, manager, Potomac yard, Alexandria, Va.*

"We have no outstanding instructions covering procedures to be followed in repeating car numbers. However, since adoption of the machine reporting system, in which the last three digits are emphasized in sequence reporting, the more common practice is to repeat the number as if a comma were placed between the third and fourth digits from the right. Thus, 702094 is repeated as 'seven-O-two, O-ninety-four'; 50229 is 'five-O, two-twenty-nine'; while 6040 is 'six, O-four-O.' Clarity in reporting car numbers, of course, is essential in minimizing the number of errors."—*N. A. Sorensen, supervisor, office of methods and standardization, Southern Pacific.*

"On this property the only rules covering the use of numbers are those governing movement by train orders. These rules read: 'In transmitting train orders, the numbers of trains and engines in the address may be pronounced and then spelled, letter by letter if so desired. All stations and numerals in the body of an order or motor-hand car form, must first be plainly pronounced and then spelled letter by letter, thus: 'Putnam, P-u-t-n-a-m.' and 'One Naught Five, O-n-e, N-a-u-g-h-t, F-i-v-e.'

"If for any reason, and it seldom occurs, a car number appears in the order it is handled in the same way. Other than that there is no set rule and there are many different ways of giving numbers. My own thoughts are that the safest way is to repeat each number separately. For instance, 702094 should be repeated '7-0-2-0-9-4.' By handling in this manner I do not think we would have any mistakes."—*F. J. Orner, assistant vice-president, New Haven.*

(There may be no standard practice, but four of six people quoted here agree that each digit of a number should be pronounced separately. Recently I have talked about this subject of calling car numbers with several people who have worked on the trace desk. They take exception to this method as being too slow. Maybe so, but will anybody dispute the fact that the first thing we have to do is to be sure the number is given and received correctly? How many wasted hours do wrong numbers cause? I would like to hear from some of our other readers on this subject.—*G.C.R.*)

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.

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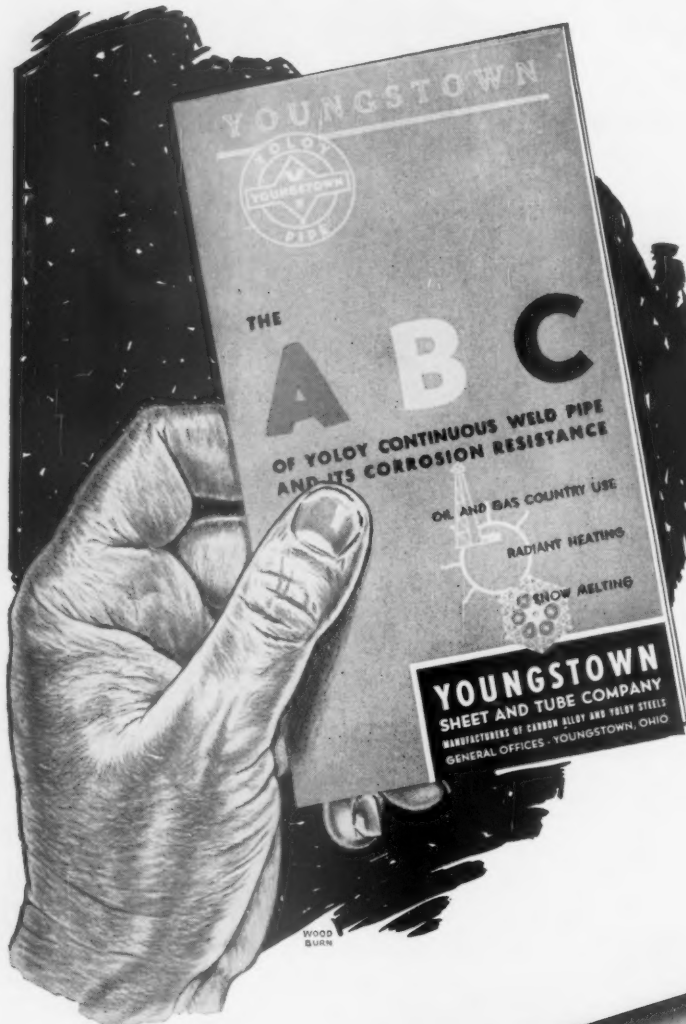
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General Offices — Youngstown 1, Ohio

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More Loadings; Fewer Cars

When the number of freight cars is decreasing in the face of increasing car shortages, to an observer outside the industry something would appear to be radically wrong with the planning of the industry to meet the demands of its prospective market.

Car loadings, which for the first quarter of 1955 were 644,000 less than for the first quarter of 1953, have narrowed the gap during the second quarter to about 341,000. It looks now as though the gap may be still further closed during the third quarter.

In the meantime Class I freight-car ownership as of June 1 was down from 1,766,915 in 1953 to 1,719,709—47,206 cars. The reduction included 14,206 box cars, 7,718 gondolas and 33,474 hoppers. Flat-car ownership increased by 984 cars. This is not something all of which happened during 1954, when carloadings were down. It represents a trend which for some car types, is continuing during 1955. Since the first of the present year box-car ownership has fluctuated slightly from month to month but, while it has not declined appreciably, neither has it increased. On June 1, gondolas were down about 6,400 from the first of the year and hopper cars almost 10,000 units. Like box cars, flat-car ownership has not changed appreciably since the first of the year.

With prospects for an increase of demand for cars during the coming months, what is the present situation as to car supply? Let's first take a look at the situation in 1953. During the mid-summer period box-car shortages were running from over 2,000 to over 4,000. With a break during the late summer, shortages of this size were again experienced during the fall. Gondola shortages were running from over 200 to 800 and hopper shortages from about 100 to 900 during the summer. Flat-car shortages were continuous during the spring and summer, ranging from about 200 to 600 cars.

A look at 1955 indicates that there has not been appreciable improvement in the car supply situation. Box-car shortages passed the 5,000 mark in the June 11 report and on the July 2 report exceeded 9,000. Gondola shortages were running over 1,000 during May and early June and are

still over 700. Hopper cars were short from 1,500 to over 3,000 during late May and June. Flat-car shortages have been running over 200 since the beginning of April and approached 400 during the month of June.

These comparisons suggest that there has been little preparation to insure an adequate supply of freight cars to meet the demands of the marked increase in traffic which is now under way. This situation is not new. Indeed it is quite characteristic of what happens whenever there is an upturn in railway traffic.

It is not the purpose of this discussion to explore all the possible causes for this phenomenon, unfortunate as it is for the best interests of the railway industry. Fundamentally, however, it seems to stem from the conflict between the nature of the demand and the responsibility for meeting it.

The railway freight car is as much a circulating medium of transportation as the money issued by the United States government is a circulating medium of commerce. It is the exception to find the need for box cars, gondolas, hopper cars and flat cars local in character. The demand, when traffic is increasing, is national in scope. But the responsibility for providing an adequate supply of freight cars rests with the individual railroads.

To resolve this problem is not an easy task. A system is needed which will give incentive to individual roads to act for the welfare of the industry as a whole. Car shortages in the present competitive transportation situation are undermining the industry.

In the meantime, wherever an increase in demand for cars of any type looms on the horizon, orders should be placed for the cars at once. To withhold orders until the demand is at hand provides new cars for the next peak; they are too late for the one at hand.

After orders are received by a car builder, it takes at least a month—usually more—before material orders have been developed and placed, the materials produced and delivered to the builder. If the demand for steel has increased along with the upturn in traffic the builder may have some difficulty in getting all the steel he needs. Then comes the time required for the builder to fabricate the material and build the car. Almost one-third of the third quarter has passed. To have any prospect of usefulness during any part of this quarter and during the early part of the fourth quarter, new cars must be ordered at once.



AS "SLED" is pulled along under the track to be raised and rebalasted behind work train, the ballast in the

cribs falls through, causing the track to be skeletonized and raised on the old ballast from the cribs.

UP AND OVER IT GOES . . .

Raising Track with "Sleds"

Northern Pacific is using special equipment pulled along behind work train to skeletonize and make initial lift on new ballast without jacks

A fast, economical means of putting up track and renewing ties is being employed on the Northern Pacific during the current work season.

The road is using special devices in the form of ballast "sleds" and "plows" for skeletonizing and raising on new ballast 113 miles of track this year. Production is running about one mile per 8-hr day, including renewal of about 400 ties per mile.

In operation, these devices, one at a time, are pulled along under the track behind a work train. As the plow or sled moves along, the track is "humped up" over the top of it, the bottoms of the ties sliding across runners on top of the device.

With the plow, the material in the tie cribs falls through as the track glides over the top of the unit. Wings on the plow then carry the crib material to the

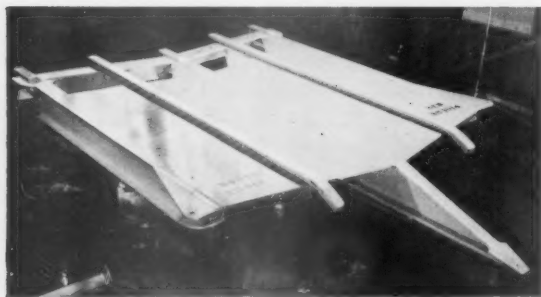
outside of the track and deposit it along the shoulder. As the plow passes, the track again settles down onto its original bed, completely skeletonized.

The ballast sled works in the same manner, except that, instead of removing the crib material from the track, it redeposits the ballast in a layer under the ties. Thus, the track is skeletonized, but this time it has been raised on the material from the cribs. As the track comes to rest behind the sled, it has been elevated a maximum of about 3½ in.

Using Mannix Equipment

The plow and sled equipment is owned by Mannix International, of Minneapolis, a subsidiary of Mannix, Ltd., of Winnipeg. The sleds and plows are available for rental to railroads on the basis of so much per track-foot for each piece of equipment. Both units are 12 in. deep with runners on the tops and bottoms. They are each about 12 ft long and 11 ft wide; the sleds weigh three tons and the plows two tons.

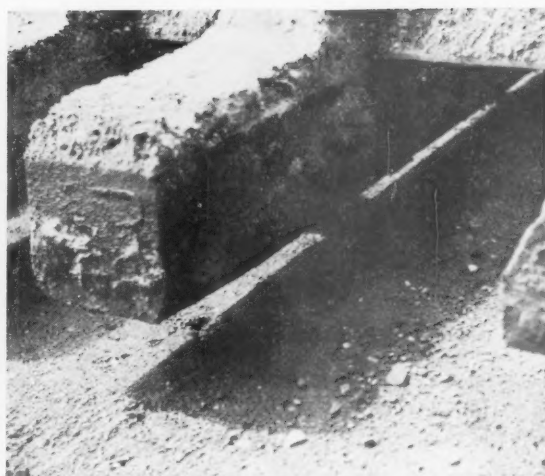
When in operation the devices are pulled behind a material flat car, with a cable rigging attached to a guide bolted to the flat car end sill and to each side of the plow or sled. The cables are 30 ft 2 in. long, and, to provide control for keeping the plow or sled centered under the track and running straight, a ratchet adjustment is provided on the cable assembly where it connects to the guide. By varying the angle of pull, particularly on curves, the man operating the ratchet mechanism is able to keep the sled or plow in proper alignment.



RUNNERS on top of sled are for ties to slide over. Ballast falls through openings at rear (upper left) of sled.



LOOKING BACK from work train pulling sled. Old ties are removed while track is "humped up."



SMOOTH surface left following passage of sled is evident from this view, made while track was still humped.



SECOND RAISE with sled is made after fresh stone ballast has been unloaded in skeletonized track.



BALLAST left on ties is swept off with special broom drawn by motor car.

On the NP the plows are being used only in territories where ballast is badly fouled, making it desirable to remove the material from the cribs before raising on new ballast. Following the plowing-out operation, ballast is unloaded, and the sleds are then used to raise the track on new ballast.

At locations where existing ballast is satisfactory for raising, only the ballast sleds are used. They are pulled through once to raise the track to skeletonize on the existing ballast, then are pulled through a second time, after new ballast is unloaded, to give the track another lift. The last pass of the ballast sled is followed by a maximum 2-in. finishing raise using standard track-surfacing procedure and a production-type tamper.

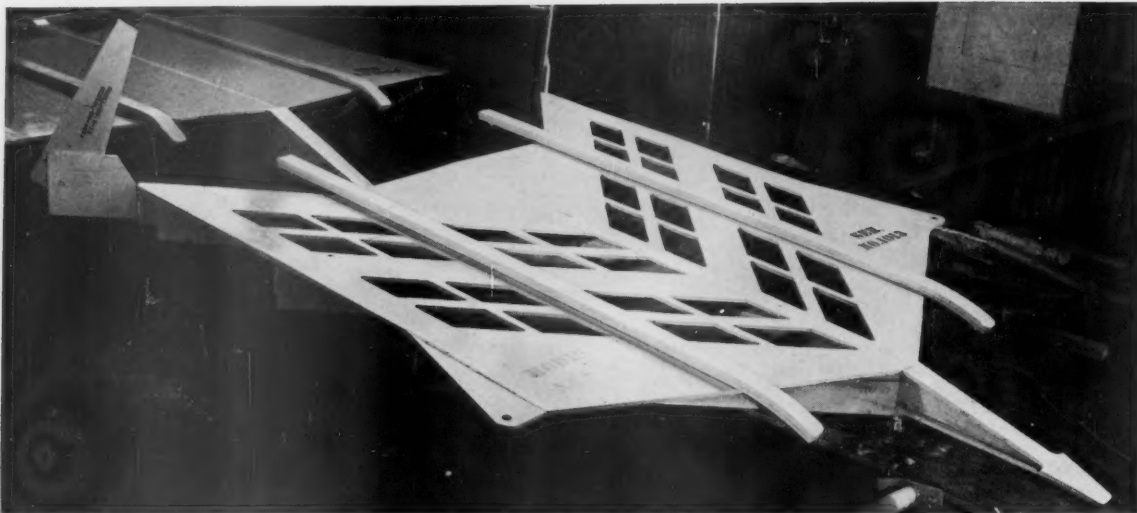
Raising a Total of 6-8 In.

The total track raise effected by the ballast sleds and the finishing raise varies from 6 in. on branch lines to 8 in. on main lines. A natural question to ask is why



TRACK is lined with Trakliner after each passage of sled. Following final passage, it is given finish raise and tamped.

The plow and its use . . .



UNDERTRACK PLOW operates in the same manner as the sled, with the exception that ballast falling through openings is pushed out to the sides of the track by the angled blades which are located underneath.

such high raises are being made. The answer lies in the fact that prior to 1941 the NP used processed gravel of various grades for ballast. Gravel was used primarily because of its lower cost and because large supplies were readily accessible. However, the road has concluded that gravel is not too satisfactory for holding track, particularly on heavy-traffic lines. Consequently, a program was begun in 1941 to replace gravel ballast with crushed quarry granite and trap rock.

With the ballast sleds the road feels that it has found an economical means of carrying out its reballasting program. The first raise with the sleds lifts the track out of the old gravel ballast, while the second lift deposits a new layer of crushed rock for the ties to rest on.

An important aspect of the use of the equipment, according to NP officers, is the fact that tie-renewal work can be carried out comparatively easily and cheaply in conjunction with the plowing or sledding operation. While the track is "humped up" by the plow or sled, ties to be removed are knocked loose from the rails with heavy mauls, then pulled out before the track settles back down onto its bed again.

Work Done in One-Third Time

The road's officers also state that the work moves along at a faster clip. Using the sleds, maintenance forces are able to complete the work in about one-third the time required to do the job with hand labor. Thus, interference to revenue trains over a period of time is cut to a minimum. Overall, maintenance officers estimate that the cost of skeletonizing, raising, renewing ties and making a finished surface has been reduced about one-third.

The NP is said to be the first railroad in the United States to make use of the plows and sleds offered by the Mannix concern. However, the equipment has been used at various times on Canadian railroads for about two years, and is currently in use on other roads in this country. The NP has used two sets of the sleds and

plows this year, one for reballasting 47 miles of track and the other for 66 miles.

The equipment was first used, beginning March 23, on the Sumas branch of the Tacoma division, about 50 miles north of Seattle. This job entailed renovating 13 miles of badly fouled track. The track was muddy and, because of heavy rainfall, was wet almost continually. Because of the mud condition, the skeletonizing plow was used first to remove all of the fouled material from the tie cribs. A Jordan Spreader was used to cut down the shoulders ahead of the plow, providing a place for depositing the crib material. A 4-in. raise on new ballast was then made with one pass of the ballast sled. A Multiple Tamper and a Trakliner were then employed to make a 2-in. finish raise and line.

Shortly after starting the Sumas Branch job the other set of equipment was used for a 4.3-mile project on the road's Yellowstone division, about 35 miles west of Glendive, Mont. This project is more representative of the type of work being done with the equipment at most locations. At this point, only the ballast sled was used for raising to skeletonize the track, then for raising on newly unloaded ballast. The plow was not needed, since the old ballast was in satisfactory condition for making the initial lift. On the Yellowstone Division job the crew was able to raise to skeletonize, renew ties, raise on new material, spot surface and line the 4.3 miles in four days.

Tie-Renewals Control Speed

The sleds can be moved along at an average of about 1½ miles per hour; however, the tie-renewal work being carried out behind controls the overall speed at which the sled progresses. On the Yellowstone Division job there were no road crossings, switches, or bridges throughout the entire 4.3 miles. Therefore, production was a little higher than could be expected where such obstructions are present. On the average it requires about 45 min to remove the sled from under the track, move it past



BADLY FOULED ballast in this stretch of track was considered unfit for use as sub-ballast. To correct the situation, the track was . . .

an obstruction, jack up the track and place the sled under the track again.

A bulldozer-equipped tractor is present on the job at all times for use in pulling out the sled and dragging it back under the track. Where possible, the tractor pulls the unit along the right of way past the obstruction to a point where it can be reinserted under the track. Otherwise, the sled is pulled up onto ties laid across the track rails; then the ties are slid along the rails to the new starting point. The plow is handled in a similar manner.

For an average production of one mile of track per day, including plowing out the ballast or raising to skeletonize, renewing ties, raising on new ballast, and spot tamping and lining—but not including a finished surface and line—the approximate labor and equipment requirements are as follows:

Two work trains and crews; one bulldozer and operator; one truck and driver to transport supplies; one track-lining machine with an operator, helper and assistant foreman; two flagmen to provide protection for the gang; and two camp tenders. With the sled or plow the NP is using 17 laborers, supervised by the main gang foreman, and one assistant foreman, for marking ties to come out. This crew, in addition to assisting in inserting and removing the sled or plow, knocks down and removes old ties. Behind the sled or plow are 49 laborers and one assistant foreman. These men are engaged in removing plates from old ties, inserting new ties in the skeletonized track and spiking and straightening ties.

How Work Is Done

In working a particular stretch of track where the ballast sled only is being used, the first work train pulls the sled through, making the skeletonize raise. As the sled moves along the crew assigned to the sled knocks down the old ties and removes them, while the crew behind inserts new ties. The track-lining machine is used to make a rough line behind the tie-renewal work. A



. . . **SKELETONIZED** with the plow to get rid of old material, after which new ballast was unloaded and track raised on it by operation of sled.

second work train then follows, unloading new ballast.

The foregoing work is usually carried out for a couple of days, the time depending upon traffic conditions and production; then both work trains and the entire crew fall back to the starting point to begin the raise on new ballast. No. 1 work train pulls the sled through for the second time to make the raise on new ballast.

The track raise is followed by a motor car pulling a track sweeper developed specially for this type of work. This outfit cleans ballast off the base of rail and the tops of ties ahead of the track-lining machine, which is used again to make a rough line. The liner is followed by No. 2 work train unloading ballast to fill the cribs and for the final raise. Next a surfacing gang makes the final finishing raise using a production tamper. The track sweeper is then used again to clean the rail and tops of ties, and the job is completed by the Trakliner, this time doing the fine lining.

Tie renewals are being made on the basis of the current year's maintenance renewals plus two-year advance renewals.

Thus, the road figures that it will be a minimum of three years before the track again needs any kind of attention. Maintenance officers feel that they are able to justify the average loss of about 1½ years of tie life because the renewals are being made so economically.

To avoid train delays to the sledding operations, division maintenance forces work out a schedule with the chief dispatcher on the territory where the work is being done so revenue trains can be bunched for passing the work location.

An attempt is made to run as many trains as possible through at noontime while work is suspended and at off-work hours.

The NP intends to make continuous use of the ballast sleds on its main lines in years to come, and plans to use both the plows and sleds on branch lines where fouled ballast conditions exist.

Look to Your Letters!

They represent your railroad; they are a key to better public relations—but they may contain cobwebs that spoil their effect

By DR. NORMAN B. SIGBAND

Chairman, Department of Business English,
College of Commerce, De Paul University

Thousands upon thousands of pieces of mail leave railroad offices every day destined for passengers, shippers, suppliers, and others. Each of those letters is a representative of its railroad. Not only should it accomplish the basic function of communication, but it should also be a good will builder. Every individual you write to is a potential passenger; every manufacturer is a potential shipper; and every shipper is a potential booster and salesman for railroad service.

While every letter represents an opportunity to build good relations, many fail to achieve this objective. And, unfortunately, a few poor letters have the power to negate much of the effort a railroad may put forth to build good will. Actually there is no good reason why every reader shouldn't say, after reading a railroad's letter, "Here is a large corporation that appreciates my problems and can see my viewpoint. It is unusual, but very pleasant, when an organization of this size can throw aside the cold, impersonal formality that is so often characteristic of big American industries."

There is little room in modern business writing for the use of hackneyed, stereotyped and archaic expressions. Statements such as "beg to remain," "hand you herewith," "please be advised," and comments of a similar vintage should be eliminated. Most of these expressions are awkward, meaningless, and even affected. It is true that there are occasions when a "pat" phrase says exactly what you desire as no other combination of words quite does. Such use, of one or two in a letter, is quite acceptable, but to have a number of such expressions in one piece of correspondence reflects a mind that lacks originality and variety of expression.

Don't Be "Telegraphic"

Another "hand-me-down" still utilized by many is the telegraphic style. It is generally used in the mistaken belief that time is saved, and that the letter gains more "business-like" tone. Nothing could be further from the truth; there is little time gained, and no appreciable economy effected by dropping a word or two from a sentence. Actually, such a letter is often misunderstood, and the result may be costly confusion. Fragmentary statements such as "Received yours of the 15th inst.," "Hoping satisfaction achieved" and "Dispatch at early date," may be easily misinterpreted. And if the confusion should be serious enough to cause further inquiry and thus still more correspondence (which is a needless expenditure of money), the practice is impossible to defend.

In the case of telegraphic sentence structure, as well

as the use of stereotyped words and phrases, the probable fault is that the writer expresses himself in an artificial manner. He wouldn't talk that way; why does he write in that fashion?

How then should he express himself?

The answer is simple: his tone should be natural. He should use the same words and phrases he would if he were talking with the person across the desk or on the other side of the counter. Clean out the cobwebs! Just be natural! That's all there is to it!

"We"? or "You"?

The "you attitude" is mentioned frequently. Perhaps the most frequently heard definition says: "The 'you attitude' is writing to the individual in such a way as to make him feel that you have his best interests in mind." As a definition, it's a good one, but knowing the definition and practicing its content are two different things. How often it has been said: "Sure I know what a 'you attitude' is, but this is a different case. You've got to crack down on this fellow; if you don't, we'll never wind up the file." This is wrong. Expression of the "you attitude" is possible in every letter. It may be used just as successfully, if not more so, in a reply being made to a claim or a complaint as in a sales or a good will letter.

It is certainly better to say . . .

"By providing our shippers low rates, courteous service and fast trains, we have benefited their business." rather than . . .

"This railroad wishes you to know that we are successful because we offer quality service."

There is a "you attitude" evident when you say . . .

"We wish to provide a rate that will give you a fair margin and prove completely equitable to all concerned."

On the other hand, you are thinking only of yourself and displaying a "we attitude" when you state . . .

"We think you will see that our margin of profit in such a case . . ."

Sometimes it isn't the tone of the entire letter, but just a few words that may make the reader feel that you do not have his interests, but only yours, in mind. A little thought beforehand, and putting yourself in the reader's place, are about the only qualifications necessary to achieve the "you attitude" in every letter.

Emphasize the Positive

The positive tone is another attribute in business writing that is probably more discussed than utilized. And it is difficult to say, "Here is the formula for the positive approach."

A positive tone is one which arouses in the reader's mind a favorable or pleasant association in relation to the service or product you offer. That's why department

stores have "service desks" and "adjustment bureaus" rather than "complaint departments." The latter title would make the individual think the store was a poor place to shop, if it were necessary to have such a department. In other words, the negative phrase gives rise to an unpleasant connotation in the reader's mind.

Notice in the following phrases how the positive ones say what *can* be done, not what *cannot*. Note also that the positive usually looks on the optimistic, not the pessimistic, side. Here is some negative phrasing:

- (1) If you ship Mid-West & Atlantic, trouble won't occur.
- (2) You will find our rates not unreasonable.
- (3) There will be no complaints or dissatisfaction with our shipping schedules.
- (4) Damage and delay won't occur when you ship by Mid-West & Atlantic.

Now compare those negative statements with these:

- (1) Complete satisfaction results from shipping Mid-West & Atlantic.
- (2) You will find our rates very reasonable.
- (3) Our shipping schedules are designed for your satisfaction and convenience.
- (4) Reliability and speed are gained by shipping Mid-West & Atlantic.

The latter statements communicate essentially the same thought by using a positive rather than a negative tone. In so doing they usually associate your product or service with a favorable or desirable situation. Under almost all conditions, this positive approach will prove more satisfactory.

"Eye" Appeal

The job of framing the letter on the page is essentially the task of the competent stenographer. However, the author is responsible for noting whether or not he is signing a letter that has a neat and attractive appearance.

The appearance of railroad cars, depots, traffic offices and personnel are tangible reflections of the railroad. Their appearance can build good public relations. A letter also represents the road; it is the railroad in the reader's hands. The impression it makes should certainly be excellent.

The "Diplomatic No"

A situation that requires rather careful handling is the refusal. Whether the letter is addressed to a shipper, passenger, or any other type of recipient, the basic psychology is the same in a letter refusing a claim, adjustment, request, etc. In all instances it is wiser to explain before refusing.

The railroad correspondent must remember that the individual who is not in business, may not see—or wish to see—the railroad's point of view as quickly or as easily as a business man might. It is therefore imperative in letters refusing a claim or an inconsiderate request, to make certain that an adequate explanation is offered before the implied refusal is presented.

The same basic psychology is involved; explain before you refuse—but with even more care and tact.

In correspondence there are innumerable opportunities for building good will. A bit of this may be accomplished in every letter that goes out, but it may also be the primary purpose of a letter. It is on most infre-

WHAT MAKES A LETTER GOOD?

Or what makes one bad? How can they be improved consistently?

In addition to his duties at De Paul University, Dr. Sigband is a well known consultant to industry in the field of business communications, and is the author of many articles on business letter writing. He became familiar with railroad letters and memos when he was given the freedom to examine all types of correspondence in the files of a prominent mid-western road. Later he prepared an on-the-property training course in business writing for the entire staff of that road's purchases and stores department. In the accompanying article he sets forth for readers of *Railway Age* some of the highlights of this railroad writing course.



Dr. Norman B. Sigband

quent occasions that one receives a "thank you letter"; thus, to get one is always a pleasant surprise. And a good will letter is basically that; a thank you letter. Here is a note that doesn't want to buy, to sell, to complain or to adjust. It merely wants to say "hello and nice knowing you." What recipient wouldn't glow a bit when reading it?

Many Situations

Such letters may be sent around a holiday season, to steady customers or to new accounts, to companies or individuals engaged in community projects, to new firms, and to absent or infrequent shippers. These are only a few of the situations that merit a good will letter; there are many others—and they are all well worth the effort.

My discussion here has been necessarily brief. However, if you remember the basic principles of tact, "you attitude," positive tone, clarity of expression, and appearance—every letter will be successful. In short, just write them the way *you* would want them to read were they addressed to you.



CTC Gets 'Em Over the "Hill" —ON TIME

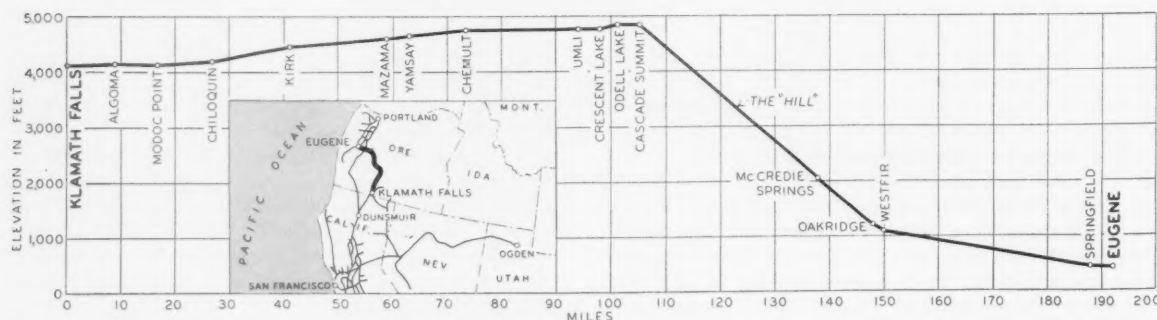
Train delays eliminated, helper time cut, operating expenses reduced on 194-mile section of SP's rugged "Cascade Route"—Dispatcher controlled switch heaters contribute to money savings

Elimination of congestion and delays to all trains, and a considerable reduction in operating expenses, have resulted from the Southern Pacific's centralized traffic control installation between Klamath Falls, Ore., and Eugene. The installation covers part of two divisions—Shasta (Klamath Falls-Crescent Lake) and Portland (Crescent Lake-Eugene). A control machine at Dunsuir, Cal., 107 miles south of Klamath Falls, controls the Shasta division CTC, and a machine at Eugene controls the Portland division CTC.

From Klamath Falls north for 107 miles, the line travels across a plateau, gradually gaining elevation to the crest of the "Hill" at Cascade Summit (elev., 4,840 ft). From there the line descends 3,634 ft in 44 miles to Oakridge; then gradually drops another 780 ft in 43 miles to Eugene.

Landslides, winds (up to 100 mph) and snowfalls (8 to 10 ft or more) are common to much of the line. But on the "Hill," the "Battle of the Snow" rages each winter, with snowfalls of up to 20 ft, snowslides, falling trees, etc. Spring brings landslides and mudslides; and with summer and fall come forest fires.

The "Hill" is a steady climb averaging 1.8% grade for 44 miles around curves ranging up to 11 deg. Speed restrictions are 30 mph for passenger trains and 20 mph for freight trains eastward (downhill) and 25 mph westward. Between Oakridge and Crescent Lake there are 2,225 ft of slide-detector fencing; 450 ft of snow-detector fencing; 620 ft of mudslide detector fencing; fire detectors on eight wood-deck steel bridges; 10 concrete snow sheds totaling 2,857 ft, and 22 tunnels totaling 23,039 ft.



Eighteen trains are operated daily—six passenger, two merchandise and 10 freight. The Great Northern operates four freight trains daily between Klamath Falls and Chemult, 74 miles. Helper service is required on the "Hill" for freight trains between Oakridge and Cascade Summit. With the CTC, the dispatcher can direct helper locomotives to return promptly to Oakridge, whereas formerly a helper locomotive would wait at the Summit for an hour or more for uphill trains to clear before being authorized to move downhill.

Tonnage ratings are considerably higher for eastbound freight trains between Crescent Lake and Eugene, being 7,000 tons (average), as compared to those for westbound trains, which are 4,500 tons Eugene to Oakridge, and 2,000 tons Oakridge to Crescent Lake. Ratings from Crescent Lake to Klamath Falls (downgrade) average 7,500 tons, compared to 4,500 tons for movement uphill.

Southern Pacific experience has been that use of switch heaters has eliminated the necessity of having one or two men work continuously during winter months keeping switches free from snow and ice at one siding. Previously, section men spent considerable time cleaning out switches, especially during heavy snow falls, but such time has now been practically eliminated. Forty-nine power switches in this CTC installation are equipped with propane heaters, which are remotely controlled by the dispatchers. During winter months, switch heaters are inspected once each week. When the maintainer is at the switch, he thoroughly inspects the heater, checking the igniter, gas line connections, etc. When the dispatcher is advised of snow conditions, he initiates code controls from the CTC machine to turn on the individual heaters.

Snow and ice loading of line wires is another common occurrence in the Cascade mountains, particularly between Crescent Lake and Oakridge. To eliminate damage that would have been done to wires on the pole line, signal line circuits, including the CTC code line, line controls and a-c power, are in buried cable for 36 miles between Odell Lake and Hampton. A few sections of aerial cable were installed through the Oakridge yard and for a few thousand feet in areas where landslides are prevalent.

3.9 Miles of Slide Fence

A part of this installation was the addition of several thousand feet of slide detector fence where the railroad runs along the bottom of a ridge of land by Klamath Lake. The fence is divided into 1,000-ft sections for control purposes. The breaking of the fence by a rock or landslide not only sets the signals (governing into the area) at "Stop," but sends an indication to the dispatcher's CTC control machine. The maintainer must repair the fence and reset the controls before signals will clear for train movements. Small rocks sometimes break the fence but do not fall on the track, and in these instances the maintainer has spent considerable time looking for the break. To enable him to locate the break more quickly, the SP mounted "pilot" lights on top of the instrument cases (2,000 ft apart) which are lighted when the fence breaks.

Installation work on this CTC project was carried out by railroad forces under jurisdiction of H. B. Garrett, signal engineer.



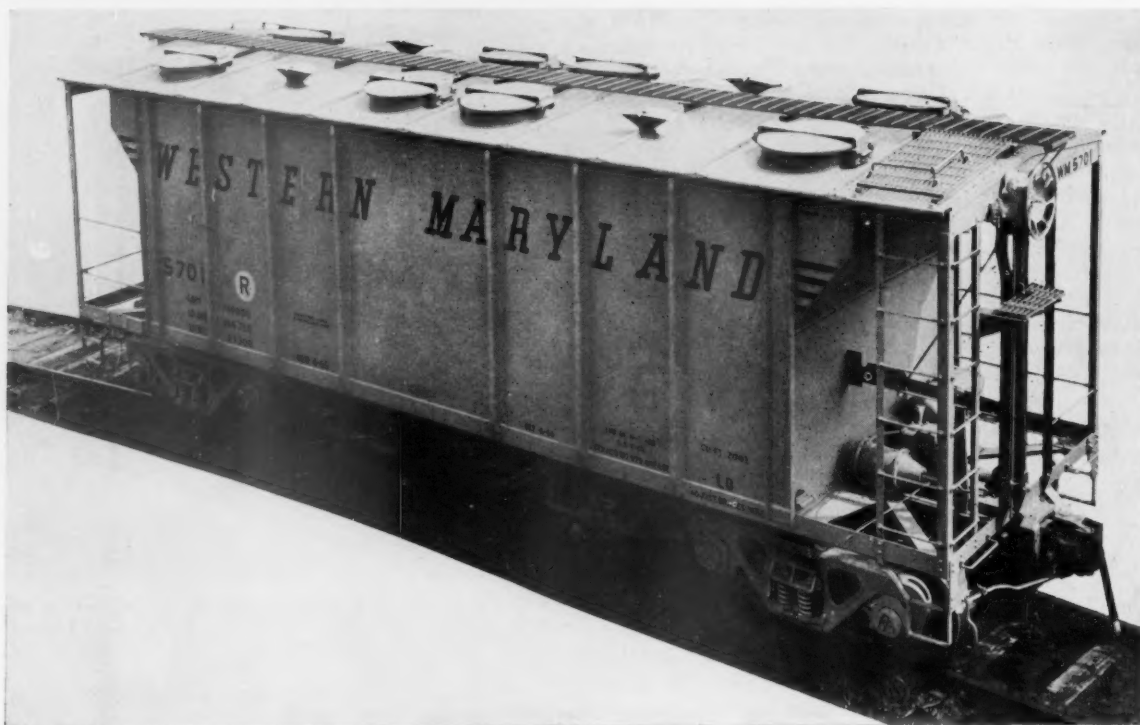
"P" TRIANGULAR MARKER indicates that operation of slide detector fence on a cinder fill one-half mile beyond will set this signal at "Stop."



METAL COVERS over propane switch heaters retain heat.



SLIDE DETECTOR FENCE along Klamath Lake has series circuit through 1,000-ft sections.



Covered Hopper Is "Package" Model

Greenville Steel Car turns out the first of its new standard design for the Western Maryland

The first of the new standardized covered hopper cars designed and built by the Greenville Steel Car Company at Greenville, Pa., are now in service on the Western Maryland. One hundred of these 70-ton cars were delivered. Cost of these cars is reduced by the simplicity of design, which lends itself to rapid fabrication and assembly. There is a minimum of riveting, and that part of the body which contains the lading is completely welded.

All plate and structural material under $\frac{1}{2}$ -in. thick is copper-bearing steel with a minimum copper content of 0.20%. Two 51-2-lb AAR Z-sections are welded together to form the center sill. Each bolster has a web of $\frac{3}{8}$ -in. plate running from the center sill to the sloping floor sheet. Triangular gussets connect the floor, center sill and bolster web into an assembly which is claimed to combine strength with minimum weight.

The entire side construction is assembled before it is applied to the car. The side sheet seams, side stakes, and top and bottom angles are assembled with automatic horizontal welding equipment. This comprises about 40% of all the welding on the car. Floors are sloped at 50 deg from the ends of the car and from the bulkhead on the car centerline. The bulkhead divides the car into two separate compartments. Each compartment discharges through two hoppers fitted with Enterprise discharge valves with machined slide doors.

The roof, made by Standard Railway Equipment Company, has eight circular loading hatches and is reinforced underneath.

Over the 30-in. diameter hatch openings are pressed one-piece dome-shaped covers with an open type hinge and latching arrangement. U. S. Gypsum supplied the running board and brake step, and Wine ladder treads are used. In finishing the body, Phillips-Carey car cement and Pittsburgh Plate Glass paint are utilized.

The Western Maryland cars roll on Symington-Gould pedestal type trucks with Timken heavy-duty, all-purpose roller bearings. Westinghouse air brakes, and Universal hand brake and slack adjuster, were applied to these cars. Draft gears came from the Waugh Equipment Company.

Characteristics of WM Covered Hopper Cars

Approximate light weight, lb	51,700
Capacity, cu ft	2,003
Length over strikers, ft-in.	35-3
Inside length, ft-in.	29-3
Truck centers, ft-in.	25-3
Height over running board, ft-in.	12-11½

Financial

(Continued from page 13)

proved sale of the certificates at an interest rate of 3½% for \$9,087.77—the bid of Solomon Bros. & Hutzler and three associates—which will make the annual cost of the proceeds to the railroad approximately 3.55%. The certificates were reoffered to the public at prices yielding from 2.65 to 3.5%, according to maturity.

Dividends Declared

ATLANTIC COAST LINE.—50¢, quarterly, payable September 12 to holders of record August 9.

GREAT NORTHERN.—62½¢, increased, payable September 19 to holders of record August 25.

ILLINOIS CENTRAL.—75¢, quarterly, payable October 1 to holders of record September 1.

LOUISVILLE & NASHVILLE.—\$1.25, quarterly, payable September 12 to holders of record August 1.

NEW YORK CENTRAL.—50¢, quarterly, payable September 10 to holders of record August 12.

NEW YORK, CHICAGO & ST. LOUIS.—75¢, quarterly, payable October 1 to holders of record August 26.

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Fahnestock & Co., 65 Broadway, New York 4.

Chicago Great Western Railway Co. Weekly Review, July 5.

Smith, Barney & Co., 14 Wall st., New York 5.

A Railroad Stock Comparison. Railroad Bulletin No. 195, July 6.

Railroad Bond Exchange Suggestion. Railroad Bulletin No. 196, July 20.

Supply Trade

The Railroad division of **National Aluminate Corporation** is now known as the Transportation division. Scope of the division's work, the company says, will remain essentially the same: Specializing in chemical service to railroads. Vice-president **J. L. Gibboney** continues as manager of the division.

Eugene Caldwell, vice-president and general manager of **Hyster Company**, will sail from New York August 3 on a five-weeks management consulting tour of Chile under auspices of the State Department's Foreign Operations Administration.

Chesley E. Grant has been named exclusive representative in Maine for **Lewis-Shepard Products, Inc.**

Wilbur E. Combs has been appointed sales promotion manager of industrial rubber products for **United States Rubber Company**.



SERVICE AND MAINTENANCE on the 1,508 trucks and trailers operated by the Railway Express Agency in the New York metropolitan area are now concentrated in this new shop. The one-story, 300-ft by 110-ft steel and brick building, which cost \$350,000, and will be manned by a staff of 70, is located at 39th street,

Long Island City, adjoining the agency's Pennsylvania express terminal. Coincident with the opening of the new building, the REA retired its last electric truck, the E-313, shown at the extreme left, which has been in express service since 1931. Under the service canopy is one of the agency's 3,000 new delivery trucks.

Kenneth R. Ross has been named manager-transportation industries sales development for **General Electric Company**. Mr. Ross, manager-medium industries sales since 1953, will be responsible in his new position for market planning and sales development in the railroad, electric urban transit, bus and truck industries.

Harry R. Cole has been appointed works manager of the St. Louis car plant of the American Car & Foundry division of **ACF Industries**.

W. H. Miner, Inc., has announced the following appointments: **Edward H. Lehman**, to the newly created position of vice-president—mechanical; **Vernon S. Danielson**, chief draftsman, promoted to assistant to vice-president—mechanical, and **William D. Wallace**, mechanical engineer, appointed assistant to vice-president—engineering. **A. E. Dentler**, who has

been supervising developments at the Miner Physical Testing Laboratory, has been named chief research and test engineer.

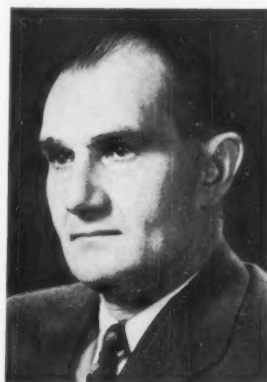
Railway Officers

CANADIAN NATIONAL.—**Thomas A. Mainprize**, superintendent of the Smithers division at Prince Rupert, B.C., has been appointed superintendent of terminals at Winnipeg, succeeding **O. E. Berringer**, whose promotion to general superintendent, Sas-



Thomas A. Mainprize

katchewan district, was noted in *Railway Age* July 11, page 66. **William H. MacIlroy**, construction engineer on the recently completed CNR line from Terrace, B.C., to Kitimat, succeeds Mr. Mainprize as superintendent of the Smithers division. **H. O. Waterworth** has been appointed assistant superintendent of the Quebec district and **J. H. Noonan** succeeds Mr.



E. W. KETTERING, whose appointment to the new position of director of research for the Electro-Motive Division of **General Motors Corporation** was announced recently.

Watterworth as supervisor of equipment for the sleeping, dining and parlor car department.

John V. Maloney, assistant vice-president of freight traffic for U. S. lines, at Chicago, retired July 31 after nearly 50 years of railroad service.

Wilfred R. Corner has resigned as comptroller of the Manitoba Power Commission to become regional auditor of the Western region of the CNR at Winnipeg. Mr. Corner succeeds **Ian**



Wilfred R. Corner

Macaskill, who has been transferred to Toronto.

G. E. MacCallum, master mechanic for the Edmundston division at Edmundston, N.B., has been transferred to the Island division at Charlottetown, P.E.I., succeeding **H. E. Moore**, retired. **J. A. H. Bourdeau**, road foreman of engines for the Edmundston division, succeeds Mr. MacCallum as master mechanic at Edmundston.

CHESAPEAKE & OHIO.—**E. C. Jesse**, assistant to assistant general manager at Detroit, has been appointed assistant to general manager there, succeeding **W. A. McClintic**, promoted.

H. J. Pettyplace, division freight agent at Saginaw, Mich., has been named assistant general freight agent there. **W. F. Kruse**, general agent at Cleveland, has been appointed district freight agent there. **J. S. Balog** has been named general agent at Milwaukee; he was formerly freight service representative at New York.

T. H. Duffy, fuel service engineer at Richmond, Va., has been appointed general fuel service engineer at Huntington, W. Va., succeeding **Minott Brooke**, who has retired after 21 years of service. **C. S. Dennis**, assistant fuel service engineer at Huntington, has been transferred to Greensboro, N.C., succeeding **A. S. Morton**, who replaces Mr. Duffy at Richmond.

C. S. Savage, terminal trainmaster at Richmond, has been appointed assistant superintendent, Newport News and Norfolk Terminal division, at Newport News, Va. **R. E. Coberly**, assistant trainmaster at Gauley, W.Va., has been named trainmaster at Thurmond, W.Va. **R. O. Hicks**, general

yardmaster at Fulton Yards, Richmond, has been appointed terminal trainmaster at Richmond terminal, excluding Main Street Station. **C. F. Powell**, assistant trainmaster, Alleghany subdivision at Clifton Forge, Va., has been named terminal trainmaster at Ashland, Ky., succeeding **K. E. Stephenson**, who has been appointed assistant director of labor relations at Richmond.

G. C. Tonneberger, assistant to coal traffic manager at Toledo, has been appointed general coal traffic agent there.

W. K. Weaver, Jr., assistant superintendent-trainmaster, Cincinnati-Chicago division at Peru, Ind., has been appointed superintendent of that division at Covington, Ky., succeeding **S. G. Waite**, deceased. **P. E. Brammer** succeeds Mr. Weaver as assistant superintendent-trainmaster at Peru.

DETROIT, TOLEDO & IRONTON.—**Harold J. Oliver**, superintendent motive power and equipment at Dearborn, Mich., has been elected a director and vice-president in charge of operations, succeeding **C. W. Dillfill**, who retired June 30 after more than 38 years of service with this road.

H. S. Johnson has been elected assistant secretary and assistant treasurer. The position of assistant to vice-president — operations, formerly held by Mr. Johnson, has been discontinued.

Mr. Oliver entered DT&I service in July 1920 as car foreman and served successively as general car inspector,



Harold J. Oliver

assistant superintendent motive power and equipment, and superintendent motive power and equipment.

READING.—**Anthony V. Miller**, assistant superintendent of the Philadelphia division at Philadelphia, has been appointed assistant to vice-president, operation and maintenance, at that point. **J. Ralph Freed**, who has been assistant superintendent of police since June 10, and prior to that had been assistant to vice-president, operation and maintenance, has been appointed superintendent of police, succeeding **James N. Godman**, who has

retired after 41 years of railroad service. **Elbert T. DeWitt**, freight trainmaster, succeeds Mr. Miller as assistant



Anthony V. Miller

superintendent of the Philadelphia division. The position of assistant superintendent police has been abolished.

SOO LINE.—**Edwin H. Buhlman**, manager personnel and safety, retired August 1 after 33 years of service. **Walter G. Anderson** has been appointed manager personnel and safety; and **John J. Simonet** and **Edmund E. Widing** have been named assistant managers personnel and safety. **Alcott P. Erickson**, supervisor of safety, has been appointed assistant to manager personnel and safety, and has been replaced by **Francis B. Kelly**.

SOUTHERN PACIFIC. — **L. P. Hopkins**, superintendent, Portland division at Portland, Ore., retires August 1 after more than 48 years of service. Pending retirement Mr. Hopkins has been given leave of absence until July 31. Effective July 1, **L. R. Smith**, assistant superintendent, Portland division, succeeded Mr. Hopkins, and in turn was succeeded by **B. W. Bishop**, who has been transferred from the San Joaquin division at Bakersfield, Cal. **A. G. Bays** has been transferred from the Rio Grande division at El Paso, Tex., to replace Mr. Bishop, and in turn has been replaced by **R. B. Gibson**.

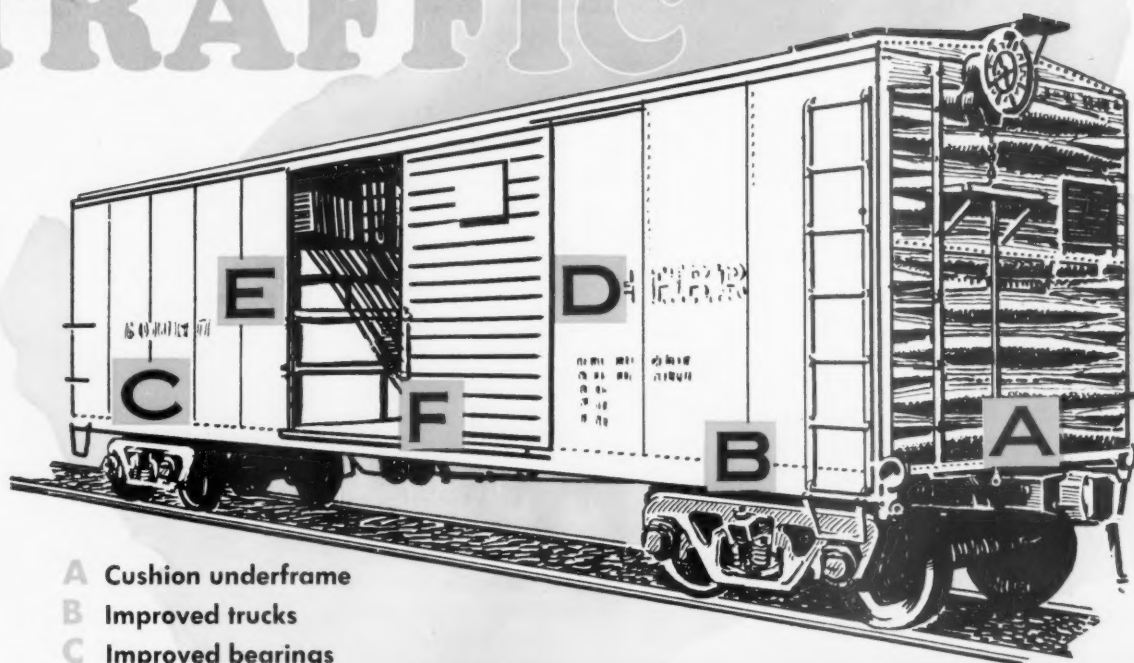
Howard J. Willard, senior assistant division engineer, Sacramento division at Sacramento, Cal., has been appointed construction division engineer at Ogden, Utah. **Robert M. Folk** replaces Mr. Willard.

UNION.—**A. E. Brinkley** has been named acting editor and **J. P. Kraynak** has been appointed acting assistant editor of the "Headlight" at East Pittsburgh, Pa.

OBITUARY

Louis C. Fritch, 84, retired vice-president of the **Rock Island**, died July 22.

.... CAR to sell PREMIUM TRAFFIC



- A Cushion underframe
- B Improved trucks
- C Improved bearings and lubrication
- D Wide doors
- E Load retainer
- F Heavy surfaced floor

How come? It's a premium car equipped for easy loading, smooth, fast rolling, and providing a high order of lading protection. It's the type of car shippers are begging for . . . the kind of car that will persuade them, once again, to ship premium freight by rail.

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Your inquiry invited.

WAUGH HIGH CAPACITY *Cushion Underframe*

A

... a vital feature of the premium car providing extraordinary protection to both car and lading against high speed impacts.



90,000 lbs. of car and lading protection.

WAUGH EQUIPMENT COMPANY, 420 Lexington Ave., New York 17, N. Y.
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You don't need work trains for scattered maintenance jobs



One man, *working alone* with a D Tournapull can handle maintenance jobs that now take an entire work train and crew!

This rubber-tired off-track tool drives anywhere under its own power. It takes the shortest route . . . along the right-of-way, over paved highways, or cross-country. A phone call sets "D" in action. Operator just hops on and goes! 25 miles is less than an hour away.

On the job, the one man and one machine load, haul and spread, traveling at speeds up to 28 mph instead of the 3 to 7 mph of a crawler-tractor. It never interferes with revenue traffic. It works independently, self-loading on small jobs. 2 "D's" can push-load each other for team operations on big ones.



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D Tournapull self-loads, hauls, spreads, and dozes. It can repair washouts, trim side-slopes, cut ditches, spread ballast, build bridge approaches, stockpile and reclaim coal, and plow snow. It "runs" job-to-job at 28 mph. Capacity is 7 yds. heaped . . . 9 yds. with sideboards.

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Invite us to discuss your earthmoving problems. You can have confidence that we will recommend only the right tools for YOU, because no company has a greater interest in railroad success and economical operation. For decades, Westinghouse has supplied the best in brakes, switch and signal equipment. Now, through their wholly-owned subsidiary, LeTourneau-Westinghouse, they supply you with the best in off-track equipment, as well. May we have one of our earthmoving specialists call on you soon?

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Letters from Readers

Keep Plugging on Big Issues

LA GRANGE, ILL.

TO THE EDITOR:

I have always regarded *Railway Age* as constructive and forceful and sound in its presentation and discussion of matters pertaining to the railroad industry. There is a great deal of the matter in *Railway Age* that ought to be read and pondered carefully by railway officers, including higher executives, and also by many people, including legislators and others in government, outside of the railroad industry.

I have seen some things which suggest to me that this is not done to the extent that would be desirable. In saying this I am thinking of the economics and the political aspects of conducting railroad operations in the United States on private capital—not thinking of the technological aspects of railroading. The question is a big one—perhaps a well nigh imponderable one. But I know *Railway Age* will keep working on it.

R. B. BATTEY

General Freight Traffic Manager—CB&Q
(Retired)

Why Not Give Airports to Air Lines?

DALLAS, TEX.

TO THE EDITOR:

In a speech at Corpus Christi, Tex., in January, W. G. Vollmer, president of the Texas & Pacific, recommended, among other things, that airports, now publicly owned, be leased to commercial air lines or else be presented to them as an outright gift. He called attention to the fact that present gross revenues of air lines are approximately \$1 billion annually, and then asked:

"When will subsidies be withdrawn and commercial airlines be required to own and maintain all the facilities and services used exclusively in the conduct of their operations and to pay a fair charge for the use of publicly owned facilities? Will it be when annual gross revenues of the commercial air line industry have risen to three or five or ten billion dollars?"

I have a feeling the public in general would look with favor upon the commercial air lines taking over airport facilities. If the issue were pressed publicly it would have the effect of putting commercial air lines on the defense and perhaps they would be forced to admit that they cannot afford to maintain and operate airport facilities and thereby confess that subsidies in substantial volume are essential to their present method of operations.

Why should railroads constantly be on the defensive?

Why can't they advocate proposals supported by principles of the free enterprise system that will put their competitors on the defense?

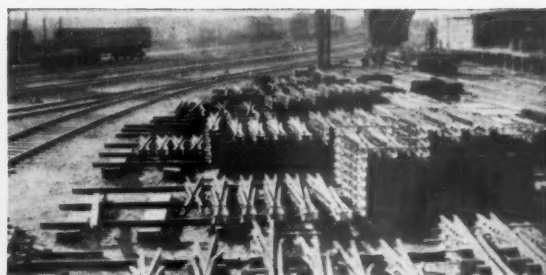
A READER



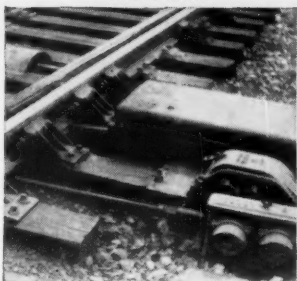
Rail Joints



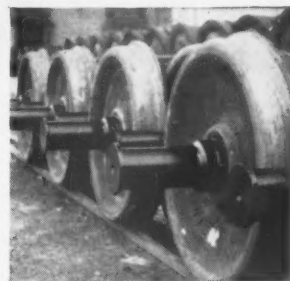
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Stored Materials



Signal Equipment



Car Journals



Pipe Protection



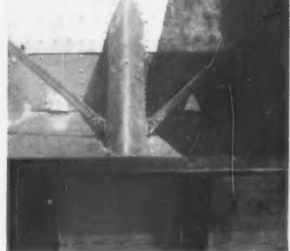
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Street Crossings



Car Construction

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STANDARD
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MORE—these finer platform conveyances have been service tested in scores of America's outstanding terminals and stations—a new and higher standard for YOUR CONSIDERATION.

TRACTOR DRAWN EXPRESS TRUCKS



Superbly engineered for many-year duty. Pneumatic tired, roller bearing, safety brake, patented hitch, streamlined with color to match trains, 6000 lbs. capacity, weight 1050 lbs.

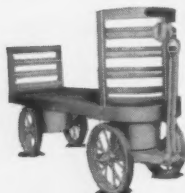
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TRACTOR DRAWN

Same features as Express Trucks above including Timken bearing fifth wheel and only six points to grease. Capacity 5,000 lbs., weight 756 lbs.



HAND DRAWN



Mounted on 28" x 4" solid rubber tires. Longer tongue than tractor drawn units. All features of tractor drawn units except no rear towing hitch. Capacity 4,000 lbs., weight 750 lbs.

* Conform to the recommendations of the Committee on Baggage, Express and Railroad Mail of the A. A. R.

Write for Bulletin 109-BR

FRENCH & HECHT
DIVISION
KELSEY-HAYES WHEEL COMPANY
DAVENPORT, IOWA

Current Publications

BOOKS

WORLD RAILWAYS, 1954-55, Third Edition, edited and compiled by Henry Sampson. 540 pages, illustrations, maps, diagrams. Rand McNally & Co., P.O. Box 7600, Chicago 80. \$25.

World Railways is an encyclopedic survey of the operation and equipment of representative railroad systems in the United States and throughout the world—over 1,500 railroads of 108 countries. The many new features of this edition include technical descriptions of diesel engines produced by 46 manufacturers; data on 170 locomotive and rolling-stock builders with their newest products illustrated and described; descriptions of subways in cities throughout the world, with photographs of exteriors and interiors of cars; and illustrated articles on such topical subjects as air conditioning, 50-cycle electrification, the Talgo train, and disc brakes. Data given for individual railway systems include route mileage; number of locomotives; passenger and freight cars; track details; signaling; equipment colors, and other items. Included are 165 maps, 112 diagrams and 340 photographs.

BULLETIN NO. 92, 124 pages, illustrations, drawings. Railway & Locomotive Historical Society, Baker Library, Harvard Business School, Boston. \$2 to members; \$3 to non-members.

Dr. C. F. H. Allen has contributed the first of two papers on the Pittsburg, Shawmut & Northern and its constituent companies; Paul T. Warner, a paper on the Strong locomotives; and A. W. Newton, one on motive power of the CB&Q as of May 1, 1858. Other contributors and their papers are Fred Jukes — French locomotives for the Memphis, El Paso & Pacific; F. Stewart Graham—builders' plates and construction numbers, and more about Vermont's railroad war; Charles E. Fisher—the Vandavia; and Andrew Forest Muir—Henry Witherly Benchley (1822-1867), lieutenant governor of Massachusetts—railroad conductor in Texas.

LITTLE ENGINES AND BIG MEN, by Gilbert A. Lathrop. 326 pages, illustrations. Caxton Printers, Ltd., Caldwell, Idaho. \$5.

This is the story of the men and women who built and later worked on the narrow-gauge railroads of Colorado. It tells of the daily lives, adventures, and tragedies of the big men who operated the little engines and manned the trains, of the blizzards, snow slides, cloud bursts, and floods that sometimes impeded their way. There are stories of now-abandoned roads—the Denver, South Park & Pacific, the Florence &

Cripple Creek, the Colorado Midland, and the most colorful of them all, the Denver & Rio Grande, which started life as a narrow-gauge line and is today the Denver & Rio Grande Western, a vital link in the nation's vast trans-continental railroad system.

FORMING OF AUSTENITIC CHROMIUM-NICKEL STAINLESS STEELS (Second edition). 394 pages, drawings, tables. International Nickel Company, Direct Mail Circulation section, 67 Wall st., New York 5. \$5.

A revised and expanded edition of the book, first published in 1947, showing the minute details of how to form chromium-nickel stainless steels. Descriptions of newly developed processes, especially those using only one solid die, and their application to the forming of stainless steels, are included, along with detailed discussions and illustrations of older and more conventional methods. The book explains the effect of various compositions, tempers and finishes on the forming characteristics.

PAMPHLETS

INDUSTRIAL ENGINEERING TERMINOLOGY. 50 pages. American Society of Mechanical Engineers, 29 W. 39th st., New York 18. \$1.50.

A compendium of 500 industrial engineering terms arranged in alphabetical order and running from the initial entry, "abnormal reading," through "written standard practice." Definitions are as brief as practicable and can be understood even by non-experts in the field. Subjects range from elementary definitions, such as those for industrial engineering or for a standard itself, to an entire series of complex production terms. There are concise descriptions of the flow process chart and the simo chart, of the Gantt chart as well as the Gantt task and bonus plan, of job classification and evaluation, of process layout and work station.

TAKE A LOOK! INDUSTRIAL OPPORTUNITIES IN NEW YORK'S ST. LAWRENCE VALLEY, VERMONT AND OTHER TERRITORY SERVED BY THE RUTLAND RAILWAY. 14 pages, illustrations, maps. Rutland Railway, Rutland, Vt. Free.

Reviews industrial development progress being made by the Rutland.

ANNUALS

MISGUIDED MISSILES; The Travelers 1955 Book of Street and Highway Accident Data. 29 pages. Travelers Insurance Companies, Hartford, Conn. Free.

MANUAL OF EXCELLENT MANAGERIES, 1955 Edition. 160 pages. American Institute of Management, 125 E. 38th st., New York 16. \$20 to non-members.



THE MACHINE TOOL SHOW

September 6-17, 1955
INTERNATIONAL AMPHITHEATRE
Chicago, Ill.

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forward-looking presidents

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They're coming to the Machine Tool Show, in Chicago, in September, to see the latest in cost-cutting metalworking methods. Not since the last show, in 1947, have they had such an opportunity.

Plan now to join them. You'll find more than ninety per cent of the country's leading machine tool builders ready to demonstrate to you their newest models, their fastest, most ingenious, most economical production methods.

And, while you're in Chicago, you can see the latest in machine tool accessories, too—at the Production Engineering Show, held on the Navy Pier on the same dates. Your Machine Tool Show badge is the only ticket of admittance you'll need.

So bring your key production people with you to Chicago in September; share with them this unequalled opportunity to see the latest developments in machine tools, your key to increased profits. The 1955 Machine Tool Show is the best chance you've ever had to see the world's best investment—in action!

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SEPT. 6-17, 1955
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* Estimated Attendance, Before Receiving Your Reservation

NEW GALLERY CARS SEATED IMPROVED SERVICE AND

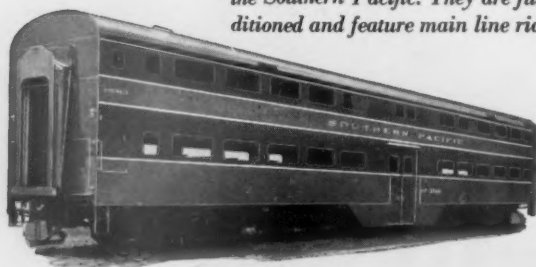


**Southern Pacific's "Commute" Cars Built by
Pullman-Standard Car Manufacturing Company**



Cars are divided into two sections with the entrance to the galleries and lower areas centrally located. Ample leg and head room is provided on both levels.

Ten "Commute" Cars are now in service on the Southern Pacific. They are fully air conditioned and feature main line rideability.



1700 TO

New Throw-Over Seats are stainless steel with foam rubber cushioning. Shelves below for coats and parcels are 4" above floor for ease in cleaning. This highly functional design illustrates Heywood's flexibility in meeting special requirements of car builders.



BY HEYWOOD PROVIDE COMMUTER COMFORT

**Chicago and North Western's "Superbanites"
Built by the St. Louis Car Company**



Galleries have single rows of seats on each side. Large baggage racks are located above center aisles. Cars are completely air conditioned.



New cars seat 169 passengers in perfect comfort, a 72 percent increase over previous commuter cars. 16 "Superbanites" have been delivered to C&NW.



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In Canada: Railway & Power Engineering Corporation, Limited.



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10—Koppel and Western 30 cu.
yd. Air Dump Cars. Lift
type doors with side aprons.
All steel. Bargain.

80—ton General Electric diesel
electric locomotive 500 HP
Cummins engines. Built
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CO. 509 Locust St. St. Louis 1, Mo.

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2—Whiting Drop Pit Tables,
35-Ton Type B, 2 screw,
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900 HP ALCO Diesels
Mod. 6-12-1/2 x 13, 700 RPM
Super Charged, Hydr. Coupling
#3497-9, 3500, Very Low Price
Excellent Condition-War Surplus

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SAVINGS BONDS

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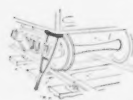
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*...and they pay for themselves over and over
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UNLIKE devices that merely serve as "crutches" in an attempt to improve friction bearing performance, Timken® tapered roller bearings *cure* the hot box problem because they eliminate the *cause* of hot boxes: the friction bearing itself.

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**"CRUTCHES"
CAN'T PREVENT
LUBRICATION
FAILURE**

Timken bearings don't slide the load. They *roll* it. Their roller bearing design ends lubrication problems and the need for frequent inspection. Even the addition of protective "crutches" is no guarantee against lubrication failure in friction bearings.

The taper makes Timken the only roller bearing you can count on to cure the hot box problem and cut costs to the bone. It prevents lateral movement. There's no scuffing—bearings last longer; there's no pumping action—less lubricant is needed. Rollers can't skew to upset full line contact. To make Timken bearings tough enough to meet the demands of rugged railroad service, we use nickel-rich steel. And we make it ourselves to insure quality every step of the way. No other bearing maker does.

**PRICE GAP
BECOMING
SMALLER**

The price gap between friction and roller bearings has already been narrowed by the Timken heavy-duty bearing assembly, which cuts the cost of roller bearings 18% to 25%. The expense of buying and maintaining auxiliary "crutch" devices for friction bearings narrows the gap still more. And now, one major railroad has instituted a systematic method of converting to

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Every car that comes into this railroad's shops for major repairs is being converted to roller bearings. This system encourages a steady shop and labor schedule, reduces the cost of bearing installation, and allows the railroad to pay for its conversion over a period of years.

**HERE'S HOW
IT CAN
PAY OFF**

If other railroads would adopt such a program, the resulting steady flow of orders for roller bearings would enable the Timken Company to effect substantial manufacturing economies. These, in turn, would be passed along to you in the form of lower prices. You can see it will really pay to *roll* your freight cars on Timken tapered roller bearings. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

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cut operating and maintenance costs to a minimum

